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Welcome

September 2015



NO BETTER TIME TO BUY

With lots of brilliant Land Rovers available for £1000 or less, there's no excuse not to bag a bargain

There are lots of daft myths about Land Rovers, usually trotted out by folk blessed with scant knowledge of them. One is that they don't rust because they're made of aluminium (if only!). Another is that they pollute the planet (don't get me started). But the biggest is that Land Rovers are expensive to buy and run. That statement is such rubbish it should come in a black bin bag.

This month's special Grand Rover feature amply demonstrates what's available out there for £1000 or less. The five vehicles we showcase all cost their owners less than a grand – and they're all brilliant Land Rovers I'd love to have parked on my drive. I bet you would, too! The good news is

"If you're prepared to give your £1000 Land Rover a bit of TLC it will double - or even triple - in value"

there are loads more just like them out there, if you're prepared to do your homework.

And the even better news is that once you've got one, they are cheaper to run than ordinary cars. Older Land Rovers may not always enjoy the best fuel economy, but parts are cheap and they don't depreciate like lesser vehicles. If you're prepared to give your £1000 Land Rover a bit of TLC it will double or even triple in value. Turn to page 44 and our 12-page special feature will show you how.

Despite that first myth I mentioned, Land Rovers don't rust, it is in fact one of the biggest enemies of the more classic models. But there's seldom anything that can't be cured by a good welder. If you fancy doing it yourself – and saving £££s while you're at it – we've been testing budget MIG welders. Turn to page 174 to find out which is the best buy.

Whatever you do this month, happy Land Rovering!

Dave

EDITOR
DAVE PHILLIPS
dave@lrm.co.uk



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He's found a great selection of Land Rovers for under £1000



RICHARD HALL
There's always a cure for ailing Land Rovers at the Norfolk Garage



ED EVANS
Our Technical Editor has been inspecting the undersides of his Land Rovers

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FREE GIFT

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Discovery 2 conversion to expedition special

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RETURNED TO FORMER GLORY

Our three-man team set about restoring their 1958 Series II in readiness for their money-raising European tour



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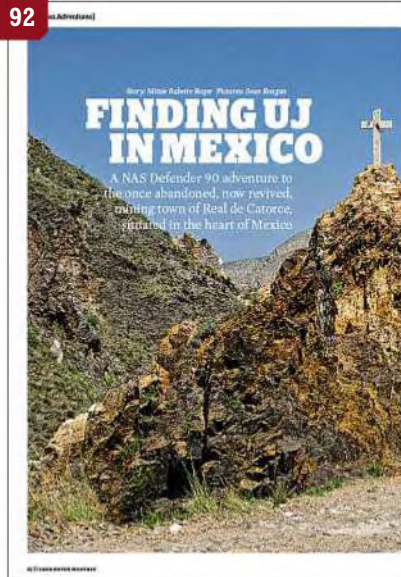
PERFECT TWO

Series IIs are still highly sought after by enthusiasts like Alan Howeson, who has just finished this painstaking restoration

Words and Pictures: Bob McP



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FINDING UJ IN MEXICO

A NAS Defender 90 adventure to the once abandoned, now revived, mining town of Real de Catorce, situated in the heart of Mexico



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HOW TO BUY A LAND ROVER FOR UNDER £1000

BRITPAR 170

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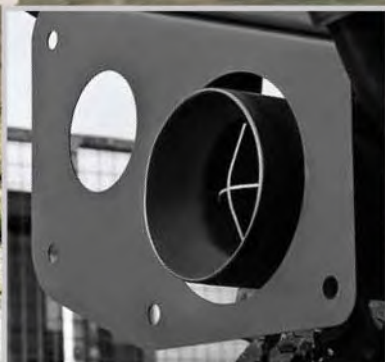




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MONDIAL RETRO
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UPFRONT

All the latest Land Rover news from around the world



BIDDING FOR AN ICON

A VERY special vehicle has been built to commemorate the UK production of the two-millionth Series Land Rover and Defender.

With a bespoke design and an all-star cast of special guests helping to complete the momentous build, 'Defender 2,000,000' celebrates almost seven decades of utility Land Rover production.

Now Land Rover fans with deep pockets will get the chance to bid for this historic vehicle when it is auctioned off in December, as Defender production in the UK winds down.

During May this year, a team of life-long Defender fans were invited to join the Solihull production line to help build this one-off vehicle. They included adventurer Bear Grylls.

The 'Defender 2,000,000' special features include a map of Red Wharf Bay – where the design for the original Land Rover was first drawn in the sand – engraved into the aluminium fender. A unique 'No. 2,000,000' badge sits on the rear of the vehicle, which is mirrored



on the interior console. The design is finished with Santorini Black wheels and wheel arches, roof, door hinges, grille and mirror caps.

Inside, the leather seats also feature the 'Red Wharf Bay' graphic and 'No. 2,000,000' logos have been stitched on the headrests. A bespoke aluminium plaque, signed by everyone who helped to assemble the vehicle is fitted to the driver's seat plinth.

On the front and rear, S90 HUE

registration plates – a reference to the first ever pre-production Land Rover, registration HUE 166' – complete this one-of-a-kind Land Rover Defender.

It will be auctioned by prestigious auction house, Bonhams. All proceeds will be donated to Land Rover's humanitarian and conservation partners – the International Federation of Red Cross and Red Crescent Societies and the Born Free Foundation.

Dr Ralf Speth, Chief Executive of Jaguar Land Rover, said: "The auction of this milestone vehicle is an opportunity to own a piece of Land Rover's history, as Defender enters its final phase of manufacturing in Solihull."

The vehicle was publicly unveiled by Bonhams at Goodwood Festival of Speed. After completing a schedule of public appearances throughout the rest of the year, 'Defender 2,000,000' will be auctioned at a prestigious charity event, held at the Bonhams auction house in New Bond Street, London on Wednesday December 16, 2015.



LETTERS
PAGE 16
All your views on the Land Rover scene



PRODUCTS
PAGE 24
What's new in accessories, tools, clothes and gifts

THE RANGE Rover has celebrated its 45th birthday with a new flagship in the form of the exclusive SVAutobiography – which was also the six-millionth Land Rover ever built.

Nick Rogers, Jaguar Land Rover Director Global Engineering Operations, said: "Range Rover was the first luxury SUV in the world in 1970 and 45 years on it continues to lead the way. The latest model is the most desirable and sophisticated Land Rover ever."

The current fourth generation model was launched in 2012 and was the first SUV

in the world to feature a lightweight all-aluminium body, which brought enhanced efficiency to the range.

The SVAutobiography is produced by Land Rover's Special Vehicle Operations division. It is the most luxurious and powerful series production Range Rover in the vehicle's 45-year history and is available with distinctive Duo-tone paintwork and a 550 PS V8 petrol engine.



QUEEN TRIES NEW STATE REVIEW



HM THE Queen has tried out the latest State Review Land Rover. The hybrid-powered Range Rover was

used for the first time when she presented New Colours to the Royal Welsh Regiment in Cardiff. The Queen is Colonel-in-Chief of the Regiment.

Based on a long wheelbase Range Rover, the new vehicle features a diesel hybrid engine, which enables it to run on electric power. It was designed by Land Rover Design and engineered by Jaguar Land Rover's Special Vehicle Operations department.

This is the fourth State Review vehicle which Land Rover has provided, starting with a 1953 Series I. The new hybrid replaces the previous Range Rover State Review car, which dates from 2002.

TOW CAR TRIUMPH



DISCOVERY HAS been honoured for the eighth time at this year's highly-respected Tow Car Awards. The Awards, which have been running

for nine years, have honoured the Discovery as the heavyweight tow vehicle of choice for all but one year. It is a feat unmatched by any other rival.

Discover's winning features include Trailer Stability Assist, which detects the presence of a trailer and, above 37mph, monitors its behaviour. Selective braking of the appropriate wheels automatically helps to correct any stability issues.

Also available is Towing Assist, which predicts the trajectory of both vehicle and trailer during reversing manoeuvres, enabling safe and easy coupling and providing a predicted path for the vehicle when reversing by superimposing coloured lines over the image on the touch-screen.

NEWS BITES

SERIES III RESCUE

A 4X4 Response owner won over £1500's worth of free parts and repairs to help get his 1972 Series III back on the road, thanks to GSF Car Parts, suppliers of car components.

James Butler, 33, from Banbury, said: "I carry meals on wheels and drive district nurses to where they are needed during the winter months, so it will be great to give my car a new lease of life for the next batch of snow."

JSF 4X4 EXPANDS

LAND ROVER parts supplier JSF 4x4 has expanded its premises at Spar Road, Norwich, with a 6000 square feet extension to accommodate over 17,000 different parts in stock. The company started in August 1983 with two partners and now employs 13 staff.

JLR'S BRAIN WAVE

JAGUAR LAND Rover has revealed a range of new road safety technology research projects that are being developed to reduce the number of accidents caused by drivers who are stressed, distracted and not concentrating on the road ahead.

The 'Sixth Sense' research projects utilises advanced technology, from sports, medicine and aerospace, to monitor the driver's heart rate, respiration and levels of brain activity to identify driver stress, fatigue and lack of concentration.



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UPFRONT



... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.

Readers' Letters

UPFRONT



I HAVE been a Land Rover fan all my life and have had more than 20, ranging from various Series Is to my latest – a 90 that I built myself, as I wanted something different.

One day I noted the latest Defender had its bulkhead changed, with a new instrument cluster, and that was the trigger for me to embark on this venture of building my own version of a Defender 90. I started buying all the bits I needed from eBay in the UK and had them delivered to friends there until I could come and collect them.

Back home in Zimbabwe I bought two long wheelbase donor Defenders – one, a station wagon, the other, a pick-up. I then went to the UK to collect the engine, gearbox and other bits I had already bought for this project.

The major mistake I made was not to get the engine, gearbox and bulkhead from the same donor vehicle in the UK.

I never understood why Land Rover had to make the cab section so small, so that had to be improved. Back in Zimbabwe I began by cutting the chassis and extending the cab section. I also fitted a storage system, partly as an anti-theft measure. I converted the back doors, fitted the engine and did some painting.

When the big moment came, I couldn't get it started. I made many phone calls to various companies in the UK for advice,

but to no avail, so I had to figure it out for myself. I downloaded some manuals to help me, but didn't have any success until eventually I went to South Africa and bought the main ECU, instalment cluster security ECU and ignition barrel and key all from the same vehicle. I came home, fitted them and – *voila!* – it started. What a relief!

In all, it turned out to be a two-year project and I was happy with the end result.

We have the privilege of living in Cecilkop Game Park, adjoining Mutare, which borders Mozambique. Currently we are re-fencing the park, restocking it and aiming to start an educational centre, where we will also care for orphaned animals.

LRM readers can help us with our important conservation work. If you're interested, you can contact me at silverycheeked@gmail.com.

You can also visit our Facebook page, Cecilkop friends, <https://www.facebook.com/CecilKopFriends>.

I also have posted some YouTube videos, go to <http://youtu.be/fhJzG-xKY9o>

I always vowed that this would be my last project, but I'm now planning to convert a V8 Discovery 1 into a pick-up (or truck cab, as you call them in the UK), so I guess I'll need to get back on eBay again!

Chris Maas
Zimbabwe

GENTLY DOES IT



I WRITE with reference to the article in July's edition of *LRM* (Greenlanes of Great Britain). The article is well written and informative, but is

contradictory with the images that are being used and the description, 'gentle greenlanes'.

The vehicles in use are way and above what would be viewed by the general public and the anti-4x4 lobby as acceptable for gentle greenlaning. You have presented winch-equipped, lifted vehicles with aggressive patterned tyres, which have no place on a 'gentle greenlane'.

Most folk who do not understand, or are against, such activities are always quick to point the finger as to why access to vehicles should be banned or restricted for these very reasons.

LRM are always keen to ensure that in order keep and maintain future access to greenlanes and the countryside that a standard of conduct and behavior is essential.

I'm not against laning in any way – 'use it or lose it' is quite an apt term which I support – but in order to strike a balanced and informed view with the other parties that are so often quick to want to restrict or ban our activities, *LRM* should have perhaps used more appropriately-equipped vehicles with more sympathetic images.

Nigel Flynn
(via email)

I can see where you're coming from, Nigel, but you can't judge a Land Rover by its appearance. Just because it's equipped with winch and knobbly tyres doesn't mean there's a hooligan behind the wheel. It's the behaviour of the driver that counts – Ed.

MISSING DRIVER

REGARDING THE controversy about driverless cars [JLR's director of Research and Technology, Dr Wolfgang Epple, said recently that JLR will never make a driverless car]...

The Leader of our Household says that she can't see what all the fuss is about – the driver of our Land Rover hasn't been all there for years.

Graham Clifton
Kingston upon Thames

FLOP GEAR?

I WAS disappointed to hear that Chris Evans is heading up the new-look Top Gear and that James May and Richard Hammond have joined the sacked Jeremy Clarkson and also departed from my favourite TV programme. They were genuine motor enthusiasts – and they all loved Land Rovers. In fact Hammond has gone on record to say that the Land Rover is his favourite marque.

Will the irritating Chris Evans be as entertaining? And will he give Land Rovers a fair crack of the whip? I'm not very hopeful.
Gemma Knight
Watford

Give him a chance, Gemma. I reckon the programme needed a shake-up anyway – and you'll still be able to enjoy Clarkson, Hammond and May on their new rival show on ITV – Ed.

THE OFFICE

Where we are:

5 Tower Court, Irchester Road,
Wollaston, Northants, NN29 7PJ
Telephone: +44 (0)207 907 6878
Email: editorial@lrm.co.uk

The editorial team:

Editor Dave Phillips
Deputy Editor Patrick Cruywagen
Technical Editor Ed Evans
Art Editor Dean Lettice
Sub Editor Louise Woodhams

Regular contributors:

Louise Woodhams, Frank Elson, Philip Bashall, Dave Barker, Richard Thomas, Thom Westcott, Richard Hall, Ian West, Bob Morrison, David Lovejoy, Alisdair Cusick, Tim Hammond, Roger Hicks, Lynn Twite, Tony Scott, Jonathan Craymer, Trevor Cuthbert, Mark Dixon, Nick Dimbleby, Tony Scott, Alison Cole, Steve Miller, James Stanbury

Reader contributions:

We welcome any correspondence and feedback from readers, email editorial@lrm.co.uk

Advertising team:

Senior Advertising Executive Steve Miller
+44 (0)207 907 6879, stevemiller@lrm.co.uk
Senior Advertising Executive Rachel Simpson
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Advertising and Promotions:

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Production Assistant Emma Corbett
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Managing Director of Advertising
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Senior Direct Marketing Manager
Liezl Hollander liezl_hollander@dennis.co.uk
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+44 (0)207 907 6329
International Licensing & Syndication
Anj Dosaj-Halai +44 (0)207 907 6132

Dennis Motoring:

Publishing Director Geoff Love
+44 (0)207 907 6586
geoff_love@dennis.co.uk
Office Manager Jane Townsend-Emms
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Dennis Publishing Ltd:

Company Founder Felix Dennis
COO Brett Reynolds
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Dennis Publishing, 30 Cleveland Street,
London, W1T 4JD. Tel: +44 (0)207 907 6073

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To enter, send a postcard with your address and phone number to *LRM* with the page number on which Herbie appears. Send your entries to *LRM*, Find Herbie Competition, 5 Tower Court, Irchester Road, Wollaston, Wellingborough, Northants, NN29 7PJ or you can email editorial@lrm.co.uk. Competition closes on August 16, 2015. The first correct entry drawn will win.



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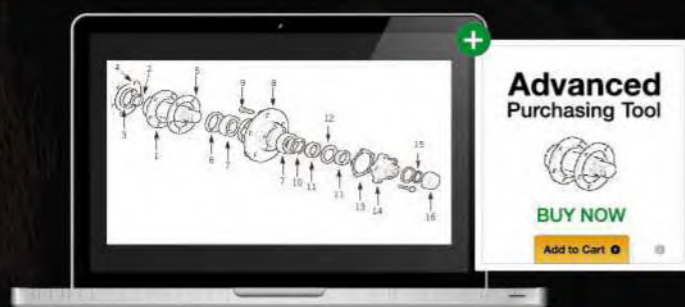
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Your Pictures

UPFRONT

Compiled by: Rhys Barnwell



Ole Pars and his kids play 'Doctors' using his 101 Forward Control field ambulance.



Sandy Penman took her Defender 90 to the Download Festival and found a fitting tribute for this British classic.



Philip McGrath prepared his Land Rover for his daughter's wedding. Not a speck of mud to be found anywhere.



Adrian Constant enjoying the Italian Alps in his modified Defender 110. He'll be winning up the big white one later.



Mark Horner took the family to the beach, but the dogs refused to sit in the back, making the trip rather uncomfortable.



John George reckons his Series III Lightweight is probably the only one in the state of Queensland, Australia.



The Thompson family use their Series III for everything, from possum hunting to farming and teaching the kids how to drive.

Simon Williams took
his Discovery 2 to the
top of Mount Coree
in Australia.



The limited edition Land Rover slide and
playhouse was developed by Richard
Washbrook for his son Ben..



David Howes drove 450 miles in his 2.25
petrol leaf-sprung ex-military 88in just to
take this photo at Tallyllyn Lake.



James Nunn loves to look under the bonnet
of his dad's Discovery 2. That boy's got a
great future, we reckon.



A Land Rover Defender out on the beat.
Will this be the last one that they drive due
to emission regulations?



Paul Maloney used his Series IIA as his
wedding car while his Defender helped lug
all the heavy stuff about.

Products

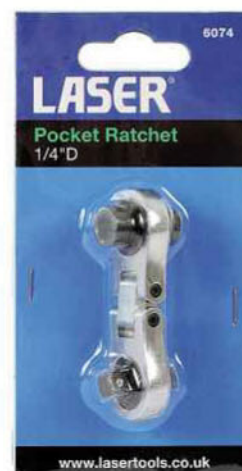
UPFRONT



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DISCO SPORT ARMRESTS ▲

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Incredibly not all Discovery Sport models have armrests, this one will fit all models however. No unsightly screws or brackets. The soft pad is the perfect place for the driver or his co-pilot to rest their arms.

You can fit it yourself in five minutes. Available in black eco leather or black automotive leather.

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▲ FOREVER FUEL PRICE: £385

A long-range fuel tank is the best way to carry extra fuel. This 45 litre tank does not take up precious space nor does it rely on complicated pumps. It fits into the right hand side rear arch of a Defender 110 (post 1999 models only). You will need the additional bracket (DA4546KIT) for seven seater Defenders.

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ROLL UP ►► PRICE: £35.00

This is the ultimate toiletries bag for the rugged outdoorsman. It's made from heavy duty waxed cotton by legendary gear makers Frost River. When not in use, just fold it closed and secure it by using the webbing strap. The mesh compartments mean you can see inside.

www.originelequipmentsshop.com



◀ SEATBELT BRACKET PRICE: £39.95

This is the additional seatbelt bracket you will need if fitting the long-range fuel tank featured elsewhere on this spread.

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▼ DISCO 3 PISTON PRICE: £129

This individual piston has been fitted with a ring set and will fit any 2.7Td V6 engine.

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LIGHTS ▲ PRICE: £11.50

Nobody likes to get caught out in the dark when camping. The compact Morion lantern from Outwell is only 12x7x5 cm in size, making it the perfect camping companion. It takes four AA batteries and has a burn time of around ten hours. Its one LED will provide 120 lumens of light.

www.outwell.com

LRM REVIEW

REVIEWER:
Patrick Cruywagen

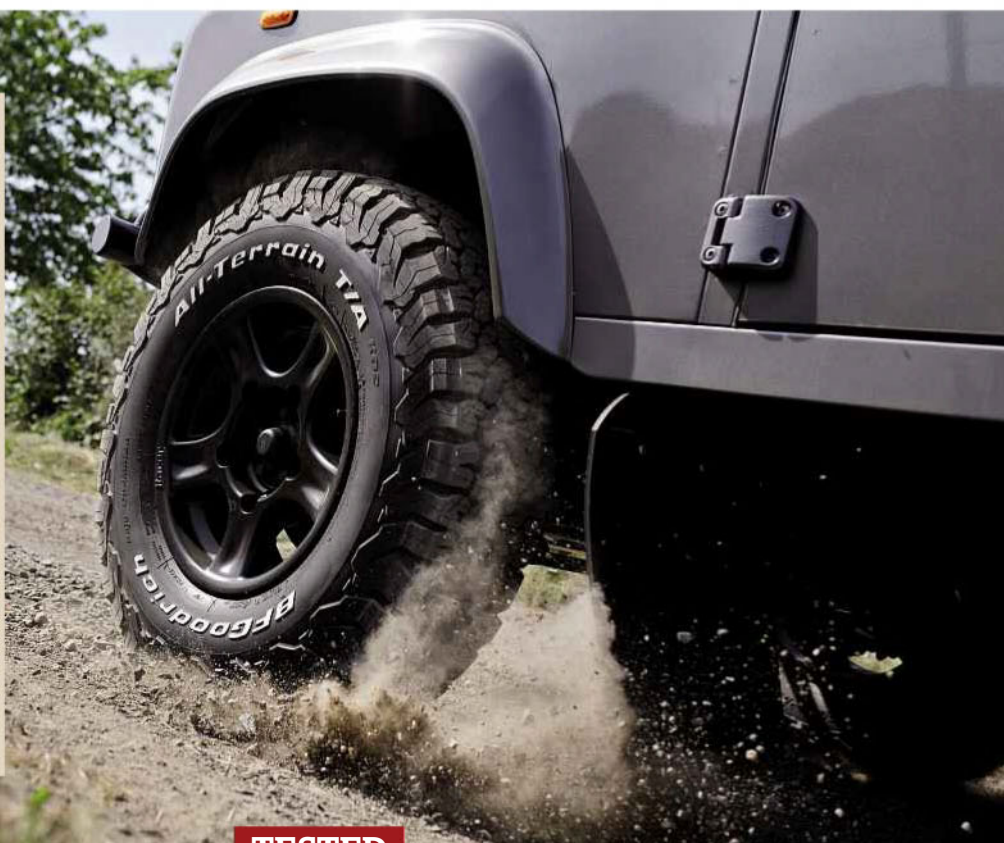
PRICE:
£130

WHAT WE LIKED:
Improved traction, better in snow, tread life, stronger sidewall, looks like a mud tyre, no change in price

WHAT WE DID NOT LIKE:
Slight noise

WEBSITE:
www.bfgoodrich.co.uk/

RATING: ★ ★ ★ ★ ★



TESTED

BF GOODRICH KO2

Is this the most aggressive all-terrain tyre in the world?

THEY SAY if it ain't broke don't fix it. This probably explains why the legendary BF Goodrich All-Terrain T/A KO tyre has more or less stayed the same since it first made its 1977 debut in the crazy off-road events held around Baja, Mexico. In fact, it has won 26 out of the 27 Baja 1000 events. It's fair to say that this tyre can more than hold its own on all types of terrain.

Will the just-launched BF Goodrich All-Terrain T/A KO2 tyres also conquer all before them? I went to the Landrauvergne event in France to find out. At the initial business briefing they threw a whole lot of stats at us in an effort to convince us the KO2 was better than the KO. BF Goodrich claim the following with the KO2: the sidewall is 20% stronger; there is a 100% increase in its life cycle on gravel and 15% on tar; the tyre will give you 10% more grip on tar and 19% more on snow. Now those are stats not to be scoffed at especially if you are going to be extreme off-roading in your Land Rover.

How have they achieved these impressive statistics? Well, the sidewall is stronger because they are using the same CoreGard™ technology found in the Baja T/A KR2 tyre. In their testing they repeatedly smashed the sidewall with what looked like a sledgehammer and then drove over some rather large blades. Hopefully we would be doing the same.

To decrease wear and tear they have used a new compound and changed the tread design, this time opting for a self-locking pattern. The fact that the tyre is going to last longer on gravel and tar is a massive selling point to those planning long expeditions.

When I still lived in Africa this was the tour operators tyre of choice. That certainly says something as the tar roads in Africa can be like a rocky mountain pass in Europe.

For off-roaders the most pleasing aspect will be the increase in traction. This was achieved by raising the tread on the shoulder, helping to eject or remove mud while also preventing traction loss on soft ground. The bars on the sidewall have been sharpened to help grip on tricky surfaces. Lastly the massive side biter lugs will do exactly what the name says, especially when slightly deflated as they will increase the aggressive tread and thus give more traction.

The true test was in the driving around the tracks of the biggest Land Rover show in France. They were all natural tracks but provided the tyres with a rather stiff challenge. We got to drive over several terrain types except snow and sand. I was in a Td5 Discovery 2 with several off-road modifications and behind me in the convoy were several new Defenders.

On some of the slippery and steep inclines

I put both feet on the ground so that I could crawl along slowly. I wanted to see if I could make the tyre lose traction. I failed in this quest despite the fact that we were running the tyres at road pressures. So maybe there was some truth in their claim of extra traction. As we took a 5 km tar road transit from the one off-road area to the next, I opened my window and was surprised at how quiet they were. They might look like a mud tyre, but they certainly don't sound like them. The personal highlight for me was the long rocky track test. There were rocks of every shape, size and description. I drove straight over the big ones and tried to puncture the sidewalls with the sharp rocks. Once the time came to change drivers I hopped out to see if there were any nicks or signs of damage. Astonishingly there were none. The final test was an emergency stop on a gravel track. No scares or close shaves to report. It all felt under control. In an ideal world we should've done some snow or wet skidpan testing but this was not practically possible. The testing we did do, was pretty impressive though. I have done many an off-road mile on a BF Goodrich tyre and never been disappointed. Incredibly, they have somehow managed to raise the bar.

If you're unsure, you only need to watch some footage of the Baja 1000 to see why this is such a highly-rated all-terrain tyre.

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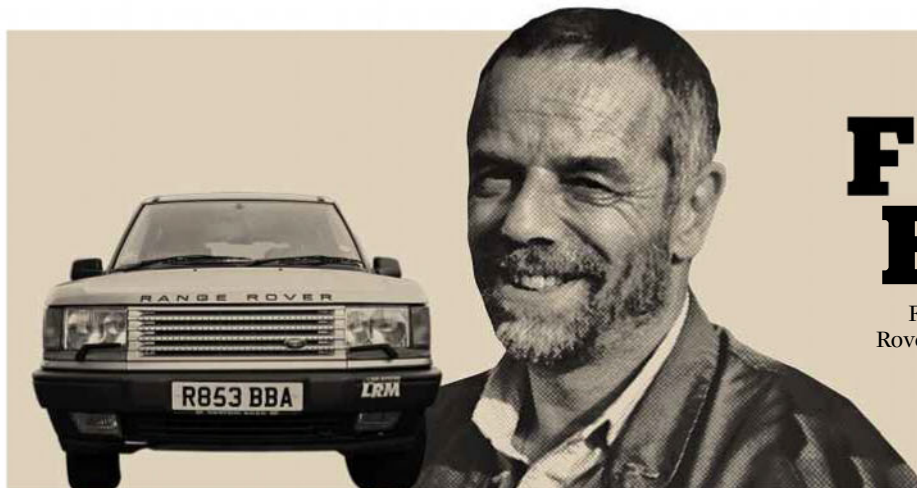


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FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

Out of control?

We live on a fairly busy road leading into Blackburn. One of my favourite pastimes is to stand in an upstairs window to watch the traffic – particularly the cars going to work, as I am happily retired. Would anyone like to guess how many drivers I see with their mobile telephone in their hands? Yeah, lots and lots...

When I did go to work I began to take a slightly longer route than the motorway after watching a bloke having a shave at 70mph.

As I write, one of the most popular videos on Facebook shows a woman in her Discovery eating a bowl of cereal as she waited in a traffic queue. A news story tells me that the police are investigating the film.

Another film I rather like shows a cyclist who gives the 'V' sign to a motorist he has just cut up – and then hits the kerb and comes off his bike rather spectacularly. Justice was served, you might say.

And when we go to school to pick up our great-grandson, Maxwell, you can bet mine is one of the very few vehicles parked legally or safely.

The recurring theme here is that road users are getting away with an awful lot of naughty things (apart from the cyclist, that is!) and I believe that this is because of the lack of police presence on our roads these days.

How many cars, trucks and vans, do we see parked in inappropriate places, yellow lines, corners, up on the pavements? Some years ago, when I worked for a local newspaper, I went out on patrol with a traffic policeman. I was writing a story about it.

I'm not saying which Lancashire town we were driving around but, on a Friday night, at one point the officer told me he was the only traffic car out that evening. He asked me not to reveal that fact and I didn't (until now obviously!)... although I have worried about it ever since.

You see, what I am getting at here is that the traffic system in this country nowadays has descended into what can only be described as anarchy. Traffic and driving laws are routinely flouted. They are simply ignored.

And my point is that the road user isn't remotely worried about being caught flouting those rules – because of the

severe shortage of police out there. And when the police do witness any unlawful behaviour they most probably chose to ignore it because reporting the scrotes takes up too much time and paperwork.

So do I, or anyone else, have an answer to this? I would like to see a dedicated, national traffic police unit that does nothing else other than uphold the laws of the road and, possibly controversially, more on-the-spot fines allied to much higher penalties.

We need to regain control of the roads. Discuss...

■ A couple of years ago the beloved Marjorie and I sold our last caravan. After nearly 30 years, old age and my health combined to make caravanning just too much. I struggled to move it when I needed to hitch up, putting the awning up left me breathless and wasted (although, at Billing, we always had friends who would help), and all the bits and bobs like hooking up gas and getting water was a struggle.

We now book in at a nearby hotel for the shows although we do miss the sitting around in the evening. I travel a lot to go fishing in different parts of the country, staying for a couple of days by a river bank, and so I took the little tent.

While a tent is a lot simpler than handling the caravan it brought its own problems, stuffing a wet tent into the back of my Range Rover, along with all my fishing tackle, was a bind.

So, I've compromised and bought myself a little Teardrop camping trailer. What we are talking about is a very simple bedroom, with a galley in back. Add a garden gazebo as cover and I reckon I'm sorted.

It weighs next to nothing – it's made of fibreglass – so I can move it virtually one-handed – and, of course, the P38's 4.6-litre engine hardly knows it is there. Tomorrow night, as I write, I will be parked on the banks of the River Severn, near Shrewsbury, and I couldn't be more delighted!

This year we are booked into the hotel at the entrance to Billing for the big show, but my beloved Marjorie, although a little apprehensive, has agreed to a weekend trip in the Teardrop quite soon. So – who knows – at next year's Billing Show we just might be back somewhere near to our old pitch, otherwise known as Elson's Corner.

“The traffic system in this country has descended into anarchy”

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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Vital statistics

Like 99 per cent of all male drivers, I reckon I'm the best in the world. And statistically, I'm not that bad, even if I say so myself. In over 40 years of driving I've clocked up just one speeding conviction, yet despite my not-too-blemished record, I get clobbered by insurance companies because of what I do for a living.

Mention you're a journalist to the person working out your insurance quote and you hear a long and noisy intake of breath, as they suck air between their teeth (why do they do that?), followed by a short pause, then: "Mmm, that will push the premium up a bit..."

I don't get it. I've known thousands of journalists in my working career – and not one of them struck me as a particularly bad driver. So why do we have to pay more?

The answer is, apparently, that statistically us journos have more driving convictions than average. But we're not alone. Joining us in the high-risk category are oil rig workers and anybody whose job title includes the word 'director'.

According to one of Britain's biggest insurance companies, it's all based on the average number of driving convictions people in your occupation have amassed in the last five years. The national average is 9.8 per cent.

Based on an analysis of six million insurance quotes, Gocompare.com can state that the nation's worst drivers by occupation are:

1. Oil rig crew (22.9%)
2. Sales director (21.1%)
3. Operations director (21%)
4. Managing director (20.9%)
5. Asbestos remover (19.9%)
6. Company director (19.7%)
7. Refrigeration engineer (19.6%)
8. Area manager (19.4%)
9. Service engineer (19.3%)
10. Site agent (19.2%)

Other motorists with a higher-than-average conviction rate include – worryingly – chauffeurs (17.1%) and lorry drivers (13.8%).

The nation's best drivers are:

1. Actuary (3.3%)
2. Packer (3.7%)
3. Nursery assistant (4.2%)
4. Dinner assistant (4.2%)
5. Picker (4.4%)
6. Warehouseman (4.6%)
7. Waitress (4.7%)
8. Nursery worker (4.8%)
9. Playgroup assistant (4.9%)
10. Driving instructor (4.9%)

It's reassuring to know that the folk who look after our kids are safe and sensible drivers. But nursery workers and dinner ladies are positive tearaways compared to Britain's safest drivers. Let's hear it for the nation's actuaries!

An actuary, in case you didn't know, is the person who works out risk management for insurance companies. Mmm, did I just get a whiff of rat?

So where do us hacks find ourselves? Just a tad above the national average (12.7%) – fractionally better than dentists (13%). So now you know.

■ Talking of risks and statistics, I was interested to read this week that, "59 per cent of parents with children aged 17 to 25 help cover their [car] insurance costs".

Quite apart from the fact that folk aged 17 to 25 are still

considered to be children – they were known as adults in my day – I'm astonished that parents are willing to contribute financially to the thing most likely to kill their offspring.

There's no way of putting this nicely. Cars and bikes are the things most likely to kill your kids. Yet parents spend on average £381 a year to help cover their motoring costs.

When I was that age, if I couldn't afford to run my car I had to walk, ride a bike or catch a bus.

I know it's hard to believe the level of deprivation us youngsters suffered in the 1970s, but it's true all the same. It's an experience that clearly scarred me for life.

Now how can I get some compensation? Perhaps I should contact a barrister – a profession which, incidentally, has a motoring conviction rate of 15.9%.

"Nursery workers and dinner ladies are positive tearaways compared to the nation's actuaries"

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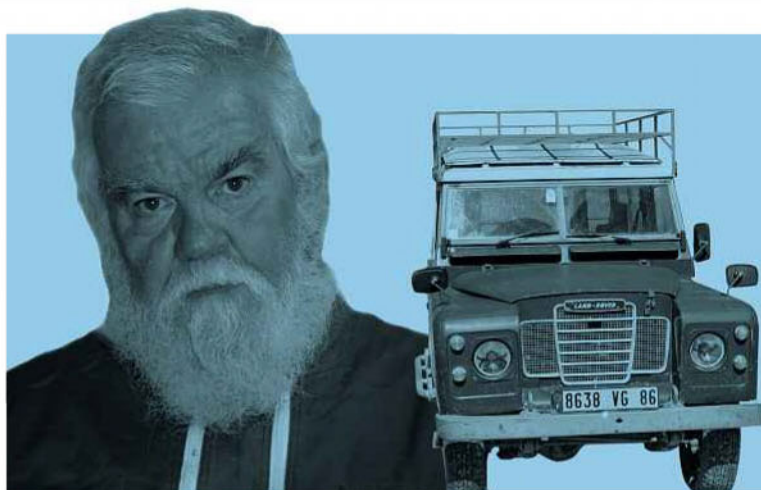
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ROGER HICKS

Bought a 1962 Series IIA in 1980. Now has a 1972 Series III bought in 2001. Has driven non-Series Land Rovers and even Range Rovers (but doesn't really trust them)

What is technology for?

Newer is better, right? I mean, things always improve. That's what the march of technology is about, isn't it? Actually, no. New technology can be introduced for any number of reasons. For example, because it's cheaper to make. At the design stage, simplify it as far as possible. Use fewer parts and fewer fasteners; make the parts smaller, lighter and cheaper, even if they wear out faster. Automate everything as far as possible. More people will be able to afford it, even if they do have to throw it away after a few years and buy a new one. When they do buy a new one, they'll have the illusion of affluence. But it is likely to be only an illusion, because they are caught on an endless treadmill of replacement.

There are of course good reasons for new technology. Fuel consumption is one of the most obvious. A modern Land Rover uses something between a half and a third as much fuel as the old Series petrol engines. On the other hand, there must be a point where if you don't drive very far – if you use your Land Rover mainly on the farm, for example – the savings in fuel consumption must be outweighed by depreciation and the cost of parts and servicing. A smallholder who does his own servicing and repairs would probably find a Series very economical indeed: far cheaper than a modern alternative.

The new technology may be more convenient, though it is not always clear that this is a good thing. An old-fashioned choke is a lot less convenient than a modern electronic engine management system, but it's also a lot simpler and easier to repair. When it goes wrong, the electronic engine management is much less convenient. Similar considerations apply to the 'progress' from sliding windows to wind-up windows to electric windows.

Another disputable advantage is ease of use. A skilled driver in a Series can traverse more difficult terrain than an unskilled driver with the latest in traction control, ride height adjustment and so forth.

Then there are statutory considerations. Emission controls are the most obvious example. Without doubt, lower emissions are desirable and constitute an improvement. Such new technologies are however for the

benefit of society at large, rather for individual motorists: a catalytic converter is a horribly expensive piece of technology, and not all that long-lived. Many safety features are much the same.

Glitz is another consideration again. Without doubt, door mirrors are much more useful and comprehensive than wing mirrors. Folding door mirrors offer a slight advantage over the non-folding variety, but how much real advantage is there with tech-packed door mirrors. You know, the sort that fold up like a beetle's wings when you turn off the engine? Does it need doing at all, and if it does, how much trouble is it to do it manually?

Likewise central (let alone remote) locking. Robert Benchley is reputed to have said of the invention of the ballpoint pen: "Ah, yes. When I think of those freezing nights when we had to trudge down to the well to fill the fountain pen..."

Finally, there's evolution versus planned obsolescence. After many false dawns (the opposite of a false dawn) it looks as if the Land Rover is finally doomed. The real Land Rover, that is, the Defender that traces its ancestry back to 1948 and still looks like a Land Rover.

It evolved for well over 60 years, and often parts were interchangeable across decades. Not only did this make it easy to get original parts: it also provided a strong incentive for third parties to make replacement parts, from headlights to chassis. It is

not, however, easy to imagine many third parties wanting to make the complicated, expensive mouldings that are today's light clusters.

There have been a lot of worthwhile changes in automotive design since 1948, and although many of them have been incorporated in Series II, Series III and Defenders, even I am prepared to admit that it may make sense to design and manufacture a completely new vehicle.

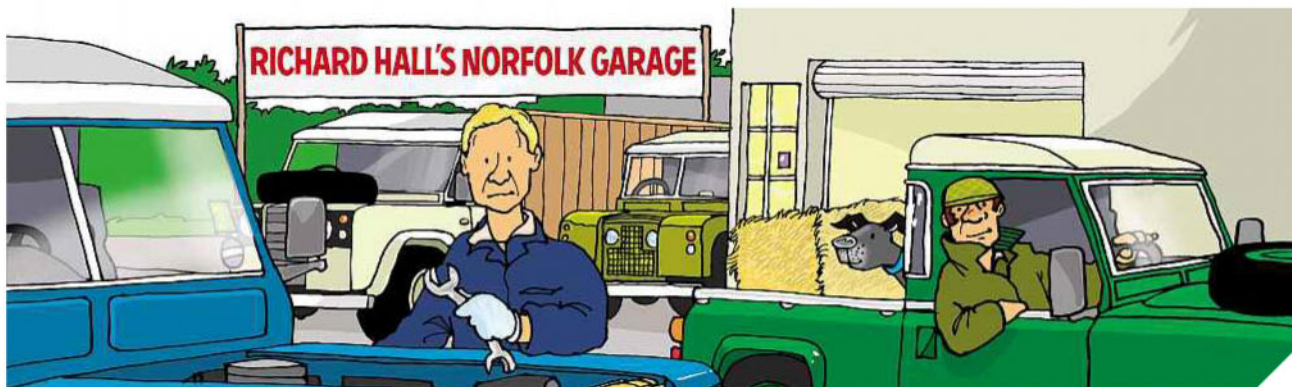
All that worries me is that the Defender replacement is just going to be another generic motor car; as, indeed, the current Range Rover has become. It will no longer be an automotive Meccano set. It will not be possible to transplant engines across the generations. It will not, despite the Green Oval, really be a Land Rover.

"After many false dawns it looks as if the Land Rover - the real Land Rover, that is - is finally doomed"

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Series I

FIRE IT UP

I had a 1956 Series I booked in for an engine change, and it turned up on a trailer right at the end of the working day. One of the least endearing features of the current workshop is that the entrance is via a short, steep ramp at right angles to the access road, and there isn't a lot of room to manoeuvre a trailer. So it helps if a vehicle is more or less drivable. In this case the owner assured me he had driven the Series I (fitted with a 2.25 petrol engine) onto the trailer that very morning, so I left him to unstrap it while I busied myself tidying up my tools.

After a few minutes I could hear the sound of a Lucas starter churning over, but no sign of life from the engine apart from an occasional backfire through the carburettor. I wandered out to find the owner operating the starter button with one hand while rotating the distributor body back and forth with the other. This is not the normal procedure for starting a two and a quarter petrol engine. Time to investigate. I popped off the distributor cap, found that the points gap had closed up and reset it. I then turned my attention to the timing. The distributor had come out of the clamp and the offset pin on the shaft was no longer engaged with the drive dog, so I rotated the shaft while pushing down until I felt it engage, pushed the distributor body home in the clamp, then set about the timing.

On the 2.25 engine, the plug lead for number one cylinder normally connects to the distributor at the connector closest to number one cylinder. So I rotated the engine by hand until the rotor arm was pointing in the right direction, then lined up the timing notch on the flywheel with the 6 degrees BTDC pointer on the timing case. I rotated the distributor body until I could see the points just begin to open (remembering that the distributor

on these engines rotates anti-clockwise when viewed from the top) and tightened the clamp, checked that the plug leads were connected in the right order (firing order 1-3-4-2 on these engines) and tried the starter again.

Still nothing apart from the occasional carburettor backfire. That is normally a symptom of the ignition timing being hopelessly adrift. When assembling a 2.25 engine it is possible to fit the timing gear near enough 180 degrees out: was this the case here? I swapped around all the plug leads so that number one was now connected to the distributor at the contact furthest away from number one cylinder, double checked that I still had the same firing order, tried again and this time the engine fired up instantly (although not sounding too healthy). Vehicle off trailer and into workshop, switch off, lock up and go home.

The owner had only very recently bought the vehicle, and it had presumably been like that when he acquired it. The only reason it ran at all was that the distributor drive was just about held in engagement with the drive gear by gravity. With the drive 180 degrees out however, the offset drive pin prevented the distributor from being pushed fully home, which is why it wasn't clamped down.

109 Transformed...

IT SEEMS to be engine swap month. A new customer came to see me in a slightly faded, but very solid Series III 109 inch truck cab that struggled to do more than 40 mph and used more oil than petrol. He also had a Discovery 300Tdi with rusty sills and a short MoT and wanted to know how much it would cost to drop the 300Tdi engine into the 109.

This is not an especially easy conversion. You need to fabricate and weld in new engine mounts, swap the flywheel housing for one from a 2.5 NA or TD engine, buy or fabricate a custom exhaust system, and at the front of the engine you find there is really not enough space for all the cooling pipework unless you fit a Defender-style flat front. So I quoted him for the job and understandably he felt it was rather more money than he wanted to spend. So we needed

another plan.

Among the various engines cluttering up my workshop was a 2.5 petrol, taken out of a Ninety a couple of years ago in favour of a Tdi. The 2.5 has always been a rather underrated engine in my opinion. It has a lot more low speed torque than the 2.25, has an unleaded-compatible cylinder head and drops into a Series vehicle without too much bother. So we decided to go down that route.

Test drive time, and it felt friskier than I expected. 65 mph uphill is really not bad for an old 109, and I could have gone faster were it not for the dreadful steering – very heavy and lacking in self-centring action.

The steering box had plenty of oil in it, so the problem was most likely to be in the steering relay. These are supposed to be kept topped up with EP90 but usually get neglected as they

are inaccessible (behind the radiator panel) and hard to fill (you have to remove two of the top plate securing bolts, which have heads made of cheese). I finally got the bolts out with much swearing and pumped in plenty of EP90 with a small oil can, working the steering back and forth as I did so.

The steering was better but still not great. If the relay internals are dry it can take some time for the oil to work its way through to where it is needed. The vehicle had the optional steering damper fitted between the drag link and chassis rail.

I have found these can make the steering stiffer than it needs to be, so I removed it which improved things further.

I sent the vehicle out with instructions to bring it back if the steering had not improved within a week. I haven't heard anything so far...



NEW HOME

THE BIG MOVE

FOR THE third time in ten years I find myself getting ready to move to a new premises. The lease on my existing workshop ends in October, and I have been hunting round for somewhere else. My current workshop is too big and the overheads too high. The problem with having more space than I need is that it brings out the worst of my tendency to hoard bits, so about half the workshop is full of old junk, which doesn't really help with paying the bills. I spent a lot of time looking round the local commercial estate agents, asked a few of my farming friends whether they had any suitable buildings available, and was starting to think I might have to ask my landlord to extend the lease by a few months... when I struck lucky.

One of my regular customers dropped in to see me. I fitted a 200Di engine into his Series IIA trialler last year, and he was after a couple of bits for it. I mentioned my workshop problem to him, and his eyes lit up. He had bought a couple of workshop units in Banham, about ten miles up the road, and was on the lookout for tenants. Was I interested? Silly question. I drove over one evening to have a look round. Nice solid modern unit,

roller shutter door, room inside for four One Tens and space to work round them, four side rooms with mezzanine floor above them, and all for about a third of what I am currently paying.

The only problem was that I was hoping to find somewhere a little closer to home. My current workshop is about 20 miles from my house, and Banham is another ten miles in the wrong direction. So I asked Dave to give me a couple of days to think about it, drove home and told my wife what I had found. She is a shining beacon of common sense. "Ring him back now and tell him you'll take it," she ordered. So I did, and on October 1 the Norfolk Garage will be in its new home. Still very much Norfolk: there is a road sign in the next village, on the approach to a sharp bend, which says "Slow yew down boy".

So, now I just have about two tonnes of old Land Rover bits, surplus tools, racking, etc., to get rid of. Once I have the current crop of long-term projects out of the way I'll probably dump all the unwanted stuff in the middle of the workshop floor one Sunday in mid-September and invite people to come along and grab a bargain. Watch this space...

THE NEXT morning I set about turning the little Series I into a usable vehicle, and having seen the mess the previous owner had made of the ignition system I had a feeling there would be a few more unpleasant surprises. The engine change itself was not too difficult. The new engine (another 200Di conversion) uses the same mounts and has the same bellhousing bolt pattern as the 2.25. The main problem I had was the very limited clearance between the front of the engine and the radiator, which made for a very convoluted bottom hose. The front crank pulley was also rather too close to the axle casing for comfort. There are very good reasons why Land Rover lengthened the wheelbase to 88 inches when they brought out the Series I diesel!

With the engine in and running I could now turn my attention to the rest of the vehicle. Due to its age it is exempt from the need for an annual MoT test. I have always been rather dubious about this particular concession – a lot can go wrong with a 60-year-old vehicle in the space of a year. It was structurally sound, although some of the welded repairs to the chassis and bulkhead looked a little amateurish.

But the brakes... Front backplates incorrectly fitted – someone had got them mixed up side to side, so that the floating shoe was towards the front of the vehicle rather than the back. One front wheel cylinder and both front hub seals had failed, leaving the shoes soaked in a mixture of EP90 and brake fluid. Odd-sized rear wheel cylinders, one seized, and the rear brake shoes fitted incorrectly, none of which actually mattered because the rear flexi hose had collapsed internally leaving the rear brakes totally non-functioning.

The bottom steering arm was loose on the relay shaft, the (new) steering box only loosely bolted to the upright, steering drop arm loose on the shaft and fitted in the wrong position leaving only about half a turn of the steering wheel to the left before the steering box internals ran out of travel. No oil in the steering box either. Failed brake light switch, one wheel bearing completely shot and a disintegrated universal joint in the rear propshaft.

As it came in the vehicle was just plain dangerous to drive. If you own a pre-1960 Land Rover, please at least think about putting it through your local MoT station once a year, even if you are not legally required to do so.



RICHARDS HALL'S TRADE TIP: Insist on the correct oil

IF YOU are putting an old Land Rover into a non-specialist garage for a service, make sure you specify the engine oil to be used. I have had two calls recently from owners of Tdi Defenders worried about a sudden increase in oil consumption. In both cases the vehicle had just been serviced, and in both cases the garage had used 5W/30 engine oil, the kind of stuff used on most modern engines. The older Land Rover "fours" have fairly wide bore-piston clearances, and anything much thinner than 15W/40 will just go straight past the rings.

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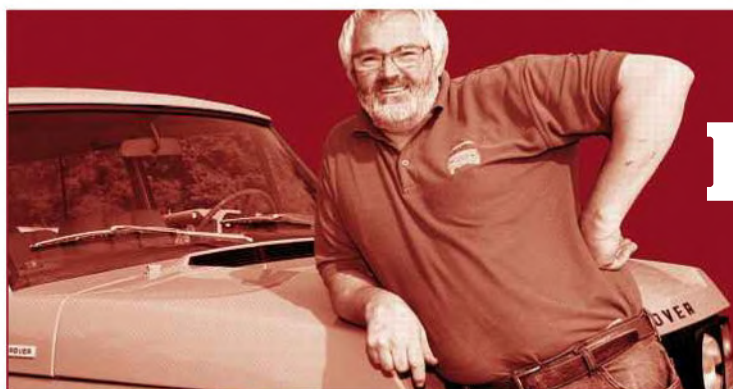


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Dunsfold Diaries

By Philip Bashall



THE WAY AHEAD

Philip Bashall reflects on another Dunsfold Open Weekend – and what it suggests the future may hold for enthusiasts



ANOTHER YEAR, another Dunsfold Open Weekend over. Or, more accurately, another two years gone, because we only hold the Open Weekend every other year. As I've said before in this column, I never want it to become stale or over-familiar – and, quite frankly, I just couldn't cope with the effort of getting all the Collection's vehicles moved to the event site every year.

This time we had 122 of them on display, in four lines rather than the usual three, and it looked pretty impressive. As usual, the main problems were to do with fuel pumps getting gummed up, yet all, apart from three vehicles, were driven into position. Of those three, one had a stuck starter that I didn't have time to replace, one had a dodgy fuel pump, and the other doesn't have an engine!

The real highlight for me this year was bringing together 13 of the 20 surviving 1948 pre-production Series 1s. It would have been 14, but one got lost by the transport company that was bringing it! We were very grateful to the National Motor Museum at Beaulieu for releasing number 4, which doesn't often come out, and to the Heritage Motor Centre for supplying number 1, Huey'. We also had one vehicle come from France, one from Holland and one from Germany, but not surprisingly the survivor in Australia was a little too far away to bring over. It was a wonderful sight to have them all lined up. On the Sunday morning, when the sun came out, we pulled them forward out of their protective marquee and it was a little like Goodwood, with all the vehicles standing in front of their bays.

Other notable gatherings included no fewer than four pre-production Range Rovers in the Dunsfold line-up alone. The cat is out of the bag now that we have on loan Range Rover chassis number one (built after seven engineering prototypes), which is owned by a collector but in our care. That was on show, along with the oldest surviving Range Rover, another Velar and an NXC-registered launch car.

But the show is not just about vehicles, it's also about the people who turn up, often quite unexpectedly. I was delighted to meet one of the original project engineers, Tony Craven, who worked on the 1998 Farmer's Friend quad-bike concept. As a result of meeting Tony I took the Farmer's Friend up to Gaydon the following weekend, where he got together some more engineers for an interview. There were also a fair number of other current and retired engineers at our Open Weekend, all happy to talk about the cars they built and loved – their toys, if you like.

In the Land Rover car park we had some amazing visiting vehicles; their owners really make an effort to bring along something interesting. About 3000 people attended over the weekend, which may not sound a huge number but is not bad for what is a fairly specialist show. Many enthusiasts say it's their favourite, and you'll find collectors who normally hate each other's guts standing talking and having a conversation. They know it's my back garden, so to speak, therefore they wouldn't dare make a scene! While there's good support from the clubs, I'd like to see more of them on display. They're all invited, and we have room to expand; in fact, the landowner is keen for that to happen.

Facing page and below:
Interest in more modern Land Rover products – like these P38As at Dunsfold's Open Weekend – is growing; Julian Lamb's press launch Freelander.



JULIAN LAMB

What was remarkable this year was that the newer vehicles, the P38A Range Rovers and so on, were attracting at least as much, if not more, interest from visitors as the old stuff. I wonder why this should be. Until recently, P38As were almost invisible on the road; you saw one and you didn't think twice. But I suppose that if you were a teenager when they were launched in the mid-1990s, you'd now be in your 30s and finally in a position to own one, so perhaps they are coming into their own.

During the show I heard that Julian Lamb, who runs the CVC Register for early P38As, had just rescued another example, M247 CVC. It turned up barely two miles from where he lives and he saved it from the breaker's in the nick of time. They were after the car because it is a very rare manual V8.

More intriguingly, Julian has just bought an R-BAC Freelander – and not just any old R-BAC, but one of the press launch vehicles that was widely featured in magazines and on TV back in 1997. R202 BAC is a petrol five-door finished in Caledonia blue, and Julian found it on eBay, just like *LRM* contributor Mark Dixon, who picked up R617 BAC from eBay last December (see the feature *Grand Rover* in this issue).

Although R202 was hiding under a private plate and advertised as a 1998 car rather than a '97, Julian realised that its black-painted door tops meant it was probably a pre-production Freelander, and using website www.totalcarcheck.co.uk he was able to discover its original registration. He snapped it up, sight unseen, and was pleasantly surprised to discover that it's in really good condition, as you can see from the photographs above.

**“Press-launch
Freelanders are
about to take off as
collectable Landies”**

Julian, like Mark, is convinced that early press launch or pre-production Freelanders are about to take off as collectable Land Rovers – and that's partly why the CVC Register, working together with the Project Jay Preservation Group (the register for G-WAC press launch Discoverys), has expanded its remit to cover not just P38As but all the more modern vehicles from Discovery 1 onwards. The website is about to be revamped: see www.cvcregister.co.uk.

Cleverly, CVC Register has been reinterpreted to mean Company Vehicle Club and Register, and it's open to anything built from 1989 right up to current-generation models. The only criterion is that your vehicle must have some early connection with the factory.

At the moment, most of the survivors are still being run into the ground by owners who couldn't care less. Now is the time to buy them.

They are the collectables of the future and, as Julian and Mark have proved, you don't need to spend a fortune to own a real piece of Land Rover history.

Dunsfold Collection

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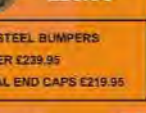
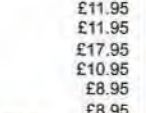
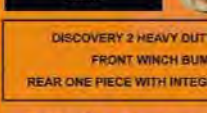
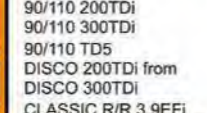
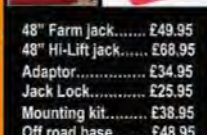
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The Big Picture

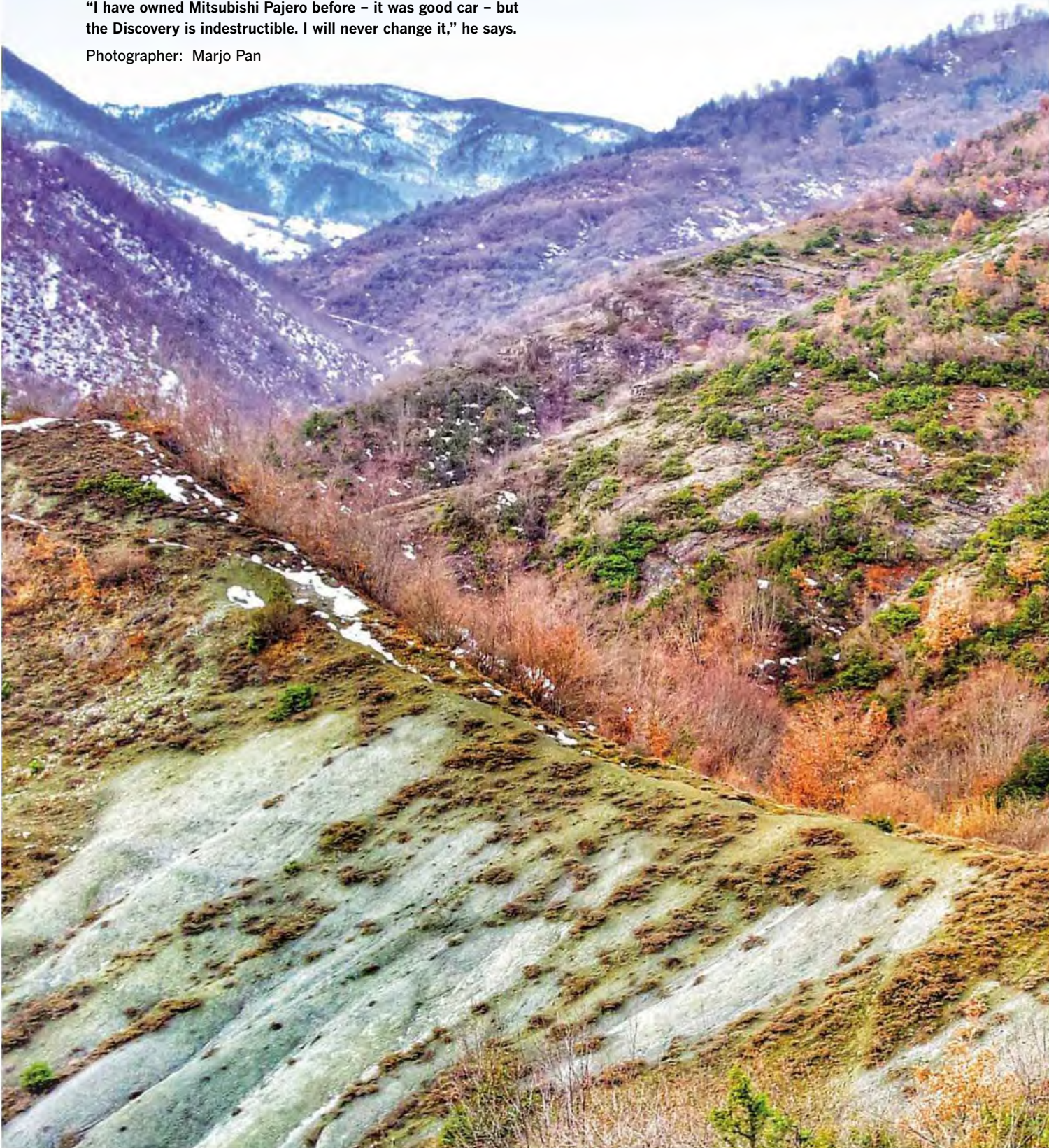
UPFRONT

ALBANIA

The lone Discovery in this stunning landscape is a 300Tdi workhorse owned by Marjo Pan, who tells us that it is his tractor as well as his everyday transport on the unpaved roads in the mountainous Korca district of Albania.

"I have owned Mitsubishi Pajero before – it was good car – but the Discovery is indestructible. I will never change it," he says.

Photographer: Marjo Pan





GRAND ROVER

What Land Rover can you buy for a £1000?
Read on to find out what we found...

Story: Patrick Cruywagen Pictures: Alisdair Cusick



If you walk into a Land Rover dealership with only £1000 in your back pocket, they will probably first laugh, then give you the latest issue of *Auto Trader* or *LRM* before politely asking you to leave. Or else if the salesman is desperate he might try and sell you a Land Rover Barbour jacket from their accessories store.

In 1948 you could have bought two Series Is for £1000 and still have £10 left for fuel. Move on a decade and a regular new Series II would have only cost you £640, while the LWB fetched a now affordable £730. When the Forward Control first made its appearance in the early 1960s, it was priced at well over the £1000 mark, though in 1969 you could still buy the new six-cylinder 109, with 12-seats, for only £1220. The days of a brand-new Grand Rover were all but over.

Now, almost 50 years later, we set ourselves the Grand Rover challenge, what is out there for a £1000 or less? We don't care what it looks like, just as long as it costs a £1000 or less. When I initially started doing research for this feature I did not think it would work. I needed to dig a little deeper. After finding the five vehicles featured in this article and chatting to their respective

owners, I identified several key factors contributing factors to finding a decent Grand Rover.

Firstly are you checking the correct forums and websites? Do you have an ear to the ground? Are you following up when one of your mates tells you about this great Land Rover they saw in a field or barn? To find something that is worth buying for less than a £1000 you need a little luck. Actually you need a lot of luck. It also helps if you are in the right place at the right time.

Often these types of Grand Rover sales take place when a friend of a friend or someone at your local Land Rover club tells you about it. Or else these great buys happen when one Land Rover fan sells it on to another fan, so it stays in the family, so to speak. Finally if the seller does not have a clue what its true value is, then you are in luck.

This means that you can buy something that might be worth £1500 or more for £1000 or less, but are you prepared to invest years on a project? Except for the Range Rover and Series III featured here, lots of time, effort and some money were spent in getting the rest of the line-up looking respectable. Read on to find out what it's like owning a Grand Rover.





Below:
To eliminate the
problem of high
revving an overdrive
was fitted

“You will struggle to find a SIII as straight and solid for under £1000”

Sally Hammond is not your average school teacher, she drives one very cool Land Rover. Each day she hops into her rather tidy 1978 Series III 88in station wagon and drives the six miles to the school at West Raynham, where she teaches art and outdoors learning. If it's a hot summer's day like the one when we visit, then Sally enjoys her soft top even more. “I just roll the sides up and take in the smells and fresh air. There is nothing else like it. She has owned it for just over a year. Her husband Nigel, a good friend of *LRM* and the man responsible for keeping my Editor's Land Rovers in running order, took it as part-exchange for a 110. He offered the previous owner, who was looking for something more refined, £1000 for it.

Sally remembers well the day it came into their yard. “It just had something about it and looked so sweet. I instantly fell in love with it,” she explains. She still owns a 110, which she calls her proud and joy, but her Series III is her daily drive and summer favourite. She has christened it Rosemary, after the murder mystery TV series Rosemary and Thyme.

The previous owner had looked after it well and so husband Nigel only had to do a few small jobs to it. The first he did was fit an overdrive to improve the driving experience. This has also eliminated the problem of high revving for the naturally aspirated 2.25 diesel engine. It was leaking diesel so Nigel replaced the fuel pump. He also had to do a little bit of welding but nothing major or time consuming. Rosemary had started out her life as a station wagon and so Nigel went and located the four rear seats and head rests from its previous owner. The only thing that Sally has added was the recovery rope draped around the bumper. So far she has not had to use it but does admit that it looks good.

Her Series III runs beautifully thanks to Nigel's expertise and staying on top of things. While the odometre reads 116,536 miles Nigel confirms that at some stage the original engine was replaced with another 2.25.

The mother in a family of four Land Rover fanatics, most of the Christmas presents they give or get can be fitted to a Land Rover. Her son Tim (the owner of the Range Rover Vogue SE featured in this article) gave her a set of Series III rear mud flaps last year.

For Sally the joy of ownership is in the driving and the reaction she gets from passers by. “It still turns heads and people like to wave as I drive past them.” At the conclusion of our interview I jokingly offer Sally double what she paid for it, but she just laughs and says that it is worth way more than that now. You will struggle to find a Series III as straight and solid as Rosemary for under £1000. If you do, then call me.



SERIES III

Owner:
Sally Hammond
Location:
Horningsoft, Norfolk
Vehicle Model:
Land Rover Series 3, 88”
Station Wagon
Year:
1978
Engine:
2.25 n/a diesel
Mileage:
116, 536
Price Paid:
£1000
Where Bought:
Part-exchanged against a 110
Current Value:
£3500



DEFENDER 90





A simple but effective security system, just remove the steering wheel

“Ironically the chassis cost double the price of the vehicle”

Graham Drew is a burly, no-nonsense Norfolk farmer based in Horningtoft. He quickly makes it clear that he is not to be messed with when we ask him if he could wash his 1985 Land Rover 90 for our cover feature shoot. “I don’t do paint and I don’t do polish. I have not washed it since I owned it, the mud is holding it together,” was his simple answer. As he is much bigger than me we left it at that. Nothing wrong with a bit of mud I suppose.

Graham owns four Land Rovers and uses one of these, a 110 Hi Cap as his main farm truck. The one that we are interested in is his 1985 Land Rover Ninety, he bought for a mere £1000 at a local sale. Graham basically saved it from the breakers as it was going to be chopped up for spare parts. “Back then it looked a little like it looks now, not very desirable,” laughs Graham.

It was on a Q-plate when he bought it and its previous owner was struggling to sell it. According to Graham, a former keeper who wanted it classified as a newer vehicle rebuilt it in early 2000. This was because he had used a 300Tdi bulkhead and 200Tdi engine on his 1984 Ninety. The DVLA laughed at him and refused to give him a new reg number. In fact, they refused to give him the old reg number back and slapped on a Q-plate instead.

It was a County when Graham saved it from the



LAND ROVER NINETY

Owner:	Graham Drew
Location:	Horningtoft, Norfolk
Vehicle Model:	Land Rover Ninety
Year:	1985
Engine:	200Tdi
Mileage:	140,000
Price Paid:	£1000
Where Bought:	Local sale in Dereham, Norfolk
Current Value:	£4000



breakers in 2010, but he straight away converted it into a truck cab. The only other thing he immediately did was patch the chassis. Two years later he realised that he needed a whole new chassis and so he did a complete rebuild. Ironically the chassis cost double the price of the vehicle.

Graham lives by the motto: You can’t polish a turd. This explains why he does not wash it except for special occasions when he might clean a part that needs fixing or replacing. Twice a year he changes the oil and gives it a good old service even though it only does about 3000 miles a year.

What should potential Grand Rover owners should look out for? “Look hard and look more than once. Don’t be taken in by polish and paint.” I could not agree more.

Graham has fitted a rather unique security system to his Grand Rover. After removing the exposed wing nut, its steering wheel comes off rather easily. So, if a potential thief does hotwire it they will need a pair of locking pliers or mole grips just to drive it away as Graham normally takes the steering wheel with him.

Given this Ninety now has a new chassis, bulkhead and sweet running engine, it is definitely worth way more than the £1000 Graham paid for it. Who knows if he gives it a wash its value might increase even more, but let’s not go there.

“The only problems
are the ones I have
created”



When farmer Liam Hammond (Tim's younger brother and Sally's son) bought his 1987 One Ten for £700 a few years ago, it was as rough as the back of a hedgehog. It definitely did not look out of place at the Norwich scrapyards that he purchased it from. The bulkhead and chassis were gone while the body was barely salvageable. Bizarrely the interior – in near perfect condition – looked as if it belonged to another vehicle. Obviously it had thus far lived a life of hard work where it was exposed to the elements.

Liam bought it purely as a project, he wanted to create something that he could use as his workhorse on the farm. It still had the original turbo diesel 19J engine in, but this was on its last legs. Liam decided on a complete bottom-up rebuild, this would take time and money of course. The first thing Liam did was buy a £500 secondhand galvanised chassis for it. He spent hours meticulously cleaning it, using an

LAND ROVER ONE TEN

Owner:
Liam Hammond
Location:
Horningtoft, Norfolk
Vehicle Model:
Land Rover One Ten
Year:
1987
Engine:
300Tdi
Mileage:
146,214
Price Paid:
£700
Where Bought:
eBay, from Norwich
Current Value:
£6000

angle grinder and wire brushes. Once done and happy with it he painted it black. The axles were next to come off for a clean and paint job. The hubs, swivels and brakes also needed serious attention and replacement. The suspension was rebuilt with a Britpart 1 inch lift kit, though to me it looks like a little more and Liam concurs: “It seems to have lifted it about 4 inches and you now need a ladder to get into it.” A secondhand 300Tdi Discovery engine was sourced for £180 and installed, and the original gearbox was retained as it was still in good order.

The bodywork was not in good order however and needed extensive work. The cappings and B pillars were rotten, as were parts of the floor and the rear tub, and so Liam replaced them. All the door frames were gone and needed rebuilding though the doors themselves were retained. A new bulkhead, tyres and wheels were fitted. The project was starting to take shape and his 110 was definitely not looking like a scrapper anymore.

Unlike some of the other vehicles in this feature Liam has spent £2,500 on his once Grand Rover, the biggest expense was without a doubt the paint job. He also splashed out £400 on a stainless steel exhaust as you can only repair an exhaust so many times. If you look at the quality of the rebuild, he could probably easily sell it for £6000. It has more than been worth it. “I have had five trouble-free years of motoring since I finished the project. The only problems are ones I have created,” he confesses.

His story is probably why we are so fanatical about Land Rovers, they just don't die. You can buy a scrapper and depending on how much time, money and effort you throw at it you could finish up with something as impressive as young Liam showed us.





Far left:
The interior was
the best part when
Liam purchased it

What else can you buy for £1000?



1975 SERIES III
No MoT, unfinished
project. £900 eBay



1993 DISCOVERY 1
Drives well, tidy
£650 AutoTrader



1999 FREELANDER
Service history, belt done
£890 AutoTrader



1987 One Ten
200Tdi engine
£900 eBay



1994 Range Rover
Bodywork sound
£999 AutoTrader





While mum loves her Series III and 110, her eldest son Tim Hammond has a thing for Range Rover Classics. His ever-growing collection confirms this, currently owning eight of them.

Tim recently purchased the latest addition to his Range Rover Classic collection, featured here, for only £850 on eBay. Its previous Stoke-on-Trent-based owner did himself no favours with the images in the eBay posting.

None of them showed the entire 1992 Range Rover Vogue SE. In fact, the parts that it did show were tatty and filthy. The only information contained in the description was the price and the fact that it still had a year-long MoT. What was he thinking?

“What attracted me to it was the fact that I was looking for a Vogue SE spec model plus as a bonus it had my initials [TRH] on its number plate. So I valued it according to the number plate and not what it looked like in the pictures. I put in a bid of £850,” explains Tim. No one else put in a bid and so the 1992 Range Rover Vogue SE was his.

He had low expectations when he went up to collect it, but when he got there he could not believe what he saw. So much work and welding had already been done on it. It had new sills, new boot floor and a new rear cross member.

Considering its price this was nothing short of incredible, vehicles in a similar condition normally fetch between £2000 and £2500. According to Tim if the previous owner had put decent photos of it

RANGE ROVER CLASSIC

Owner:

Tim Hammond

Location:

Gateley, Norfolk

Vehicle Model:

Range Rover Vogue SE

Year:

1992

Engine:

3.9 V8 EFI

Mileage:

147,156

Price Paid:

£850

Where Bought:

eBay, from Stoke
On Trent

Current Value:

£3000

clean on eBay he would have easily doubled or tripled what he sold it for. Tim was able to drive it home from Stoke-on-Trent to Gateley in Norfolk without any issues. Once home he spent a morning cleaning up all the muck and grime.

The body, chassis and engine were all sound and as already mentioned several important bits had been replaced and welded in place by the previous owner. He recently replaced the top tailgate and front passenger door, but what you see in the images is exactly what he bought for £850. Nothing short of incredible really.

Golfer Gary Player once said that the more I play the luckier I get. Is it then possible to say that the more Land Rovers you buy the luckier you get? As he owns eight of them we ask Tim to advise perspective Range Rover Classic buyers.

“The main thing you need to look for is rot in the inner wings, bulkhead, sills, boot floor and rear cross member. There are lots of hidden places behind the interior trim that need inspecting. You will need to take the trim out to see what is going on behind it.

Most of it is repairable though. It just depends on how much you want to put into it,” explains Tim.

He definitely just got lucky as most of the hard, dirty work had already been done for him. He knows that he won't find another 1992 Range Rover Vogue SE in the same condition for £850.

We tend to agree with him. Expect to instead pay around £3000 for something similar as their value is definitely on the up. Unless you get lucky that is – like Tim did.



What else can I buy for £1000?

ALTHOUGH all the vehicles featured here are special, they are by no means unique. There really are a lot of Land Rovers out there for £1000 or less.

Top of that list are Freelander 1s. The original small Land Rover, first introduced in 1997, was Europe's best-selling 4x4 in its day. And as body rot is virtually non-existent, there are a lot still around – with plenty of good examples at sub-£1000 prices.

Among the happy owners of cheap-as-chips Freelanders is LRM contributor Mark Dixon, who picked up a 1997 Freelander 2.0Di for £700 on eBay. It's not just any old Freelander, the R-BAC reg number tells us that it is definitely a pre-production model. This is confirmed by its 377 chassis number, the first production model is chassis 677. The first thing Mark did with his new investment was to take it for a £400 service to sort out a few niggles. Sadly its previous owner turned it into a 2WD but Mark plans on buying a donor car for spare parts. Watch this space for updates

on Mark's special Freelander.

Then there is the second-generation Range Rover, the much-maligned P38. Little more than a dozen years ago, this was the flagship of the Land Rover family, commanding prices of £50,000 or more. But it was a car way ahead of its time – so far ahead in fact that some of the advanced electronics had a reputation for going wrong (and being expensive to fix).

As a result, prices for secondhand P38s plummeted faster than any other Land Rover, ever. And that means there are some real bargains to be had, as long as you are – as always – careful what you buy. And if you have an understanding of modern auto electronics, that will help, too.

Despite the rise in prices of Series Is in recent years, it's still possible to find some sub-£1000 leaf-sprung bargains – especially if you are prepared to take on a barn-find and put in the work to bring it back up to scratch.





“It would take several months and a bit of cash to get it into good running order”



Remember the days when you could find a solid, good to go Discovery 1 for only £500? Well they are pretty much gone for now. When coach driver and mechanic Oli Bamforth purchased his 1997 300Tdi Discovery for £650 at a local sale, it was as part of a long term project. He knew that it would take several months of hard work and a bit of cash to get it into good running order.

His previous Discovery was a 200Tdi, this one was purchased on a strict budget. Fortunately for Oli he has a workshop on his smallholding and so he could do all the work it needed himself. Oli describes what it looked like at the start of the project: "It was in a rough state. It had no inner wings, the sills were rotten, the boot floor was gone, the exhaust needed replacing and it leaked oil. The rest was all in a pretty good condition, so I was happy with my purchase despite all the work that lay ahead."

Oli has his own plasma cutter and welder, so he tackled the chassis holes, fabricated new sills and bought some new inner wings. These were the biggest jobs and took the most time. Once these were done there were just a few smaller jobs.

When he purchased this Discovery it already had a 2 inch lift kit though Oli did allow himself the luxury of purchasing some new wheels and tyres. He says that to get it looking the way it does today he has only spent £500 on it. As he was juggling the project with his job as a mechanic and coach driver, it took him six months to complete.

For the most part Oli is happy with what he has achieved though like most of us he is not happy with the fuel consumption. Oli uses his Discovery to get to work each day and then during the shooting season he uses it to get into the countryside. When the fields get boggy during the winter months it comes in very handy as he can still drive across them. He says that most of the off-roading that he does is of the light variety. As this is the case there is nothing else that Oli wants to do to it for now as it more than does the job.

Conclusion

We have tried to cover a good spread of Land Rovers in our Grand Rover feature, similar to what a typical LRM reader will drive. As this is the final year of Defender production in the UK we could not find one for £1000 or less. Can you? What this feature has shown us is that the Grand Rover is anything but dead; they have just become a lot harder to find. Do you have a Grand Rover that might be worthy of mention? Please mail us with a photo and details of your vehicle to Patrick@lrn.co.uk.



LAND ROVER DISCOVERY

Owner:
Oli Bamforth
Location:
Foulsham, Norfolk
Vehicle Model:
Land Rover Discovery
Year:
1997
Engine:
300Tdi
Mileage: 186,000
Price Paid:
£650
Where Bought:
Local sale
Current Value:
£1500



Other examples to buy...



1977 Series III
£960 eBay



2001 DISCOVERY 2
Needs repairs
£1121 eBay



1997 DISCOVERY 1
Been off-road, rock
sliders. £720 eBay



1978 SERIES III
Been standing a while
£1050 eBay



1996 DISCOVERY 1
New clutch and tyres
£800 eBay

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TOP BILLING!

25th Billing Show looks set to be the best ever

Story and Pictures: Dave Phillips

This year the Billing Show celebrates its 25th birthday – and looks set to be the greatest Land Rover party the world has ever seen. The latest news from the organisers is that Jaguar Land Rover are joining the celebrations to mark the occasion, with a prominent stand that will feature some of the most historic Land Rovers, as well as the very latest models. They will also be showcasing their recently-launched Land Rover Heritage division, which offers original Land Rover vehicle parts for a variety of legendary models that have been out of production for longer than a decade.

This year, the show is a week or two later than usual, opening on the last day of July. It was a logical step to stage it during the school holidays, since Billing has always been known as the most family-orientated of all the Land Rover events. And to emphasise its family-friendliness, the organisers have put their money where their mouths are this year and decided to give free entry to under-15s.

In the unlikely event of the youngsters

getting bored, Billing's 235 acres of riverside meadows also boast a funfair and a host of activities for children, including a soft play area, climbing wall, game zone, amusement arcade, Wii games station, miniature railway, adventure golf, go-karting, water pedalos and water walkers.

For the adults there are shops, restaurants and bars, a gift and craft shop, and extensive fishing in the River Nene and the large lakes on site.

But the main focus, of course, will be on what's actually going on at this show. It will open with a special ceremony performed by some of the original team behind the very first Billing Show and, from then on, there will be action all the way.

The Odyssey Batteries Arena will include the *LRM* Driving Challenge, sponsored by Duckworths Land Rover, which is free to enter for all drivers – and with a host of prizes to be won.

Nearby, on our stand, we'll be offering brilliant gifts for readers who take out subscriptions, and we'll also have 25 very

special vehicles to mark the 25 years of Billing.

It is your chance to meet the *LRM* team too., so make sure you drop in and have a chat.

The arena will also feature bridge-building competitions, the Flatdog Twist-Off and teams competing in Billing's own version of the G4 Challenge.

On the other side of the river from the main showground is the legendary Billing Off-Road Course, which includes a drive through the lake – and a convenient viewing area where spectators can watch participants getting very wet and muddy!

Billing also boasts the biggest Land Rover autojumble, with more than 50 traders selling thousands of elusive parts to help enthusiasts restore their pride and joys.

There's so much going on at Billing that many visitors stay and camp on site for the full duration of the show. Why not make a weekend of it and buy the 25th anniversary ticket that covers entry for all three event days at just £30 – giving you a saving of £6.

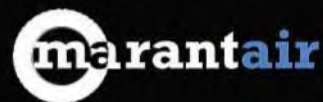
For more information, go to: www.billinglandroverfest.co.uk.

“Billing boasts the biggest Land Rover autojumble”



This page:
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In the July issue of *LRM* we told the story of why three Green Oval fans decided to bring a rather dilapidated Series II back to its former glory, and then drive it through as many European countries as possible in seven days to raise money for Help for Heroes. For the second instalment of this four-part series we're going to take you on the arduous journey of restoring said 1958 Land Rover.

For those who didn't read the article a few months back, here's a brief recap. In mid-July last year, the vehicle was rescued from a friend of Andy Cox's having been sat outside for almost 14 years. It was trailered to a friend's place of work, where it was stored until December and then transferred to Kieran Barker's garden, where he, Andy and third member of the team, Dave Emery, could begin the process of rebuilding it.

Believed to be one of the oldest diesel Series II left in the world, it was certainly looking it. With a chassis that was practically non-existent in places and most of the steel components beyond repair, even the seats and the canvas had fallen victim to the elements (and the rats!). However, having already lasted for 57 years, the boys intended it to last another six decades and as such decided upon a complete ground-up rebuild. The idea has been to retain as much of it as possible, however with a restoration like this it has required a number of new replacement parts.

The boys initially started with the chassis which they bought from an Auto Jumble at the Land Rover International Show last year. That was stripped down to bare metal, primed, painted and all the bushes replaced. A new steering rely was then fitted into the

RETURNED TO FORMER GLORY

Our three-man team set about restoring their 1958 Series II in readiness for their money-raising European tour

Story and pictures: Louise Woodhams



"With a restoration like this it has required a number of new replacement parts"

chassis. The suspension was replaced with new OEM-spec leaf springs, and the axles completely rebuilt with new halfshafts, bearings and swivels.

The original steering box had been previously changed with one out of a later SIIA model so the boys sourced a 1959 item, which meant it could still have its period-correct spoke steering wheel, complete with the old side-mounted horn push and Tex Magna indicator stalk.

The brakes have been kept standard on drums, but what they have done is servo assisted it from the Series III, probably a good idea if they're attempting Stelvio Pass! That wasn't an easy modification though, with the lads having to modify the driver's side wing to house the servo.

The rims off a Series IIB Forward Control were sourced as they're bigger and more heavy-duty compared to the standard wheels, measuring 6.5 inch and 16 inch as opposed to 5 inch and 16 inch respectively. "This also meant we could fit wider tyres. We were torn between three sets, BFG Goodrich KM2s, Continental CrossContacts and the Goodyear Wrangler MT/Rs. We decided to go with the Goodyears [235/85] as we've heard a lot of good things about their performance on- and off-road," explains Andy.

HOW TO DONATE

IF YOU would like to donate and help the team raise as much as possible for Help for Heroes as they attempt to drive a 1958 Series 2 Land Rover through as many European countries as possible in seven days, just text DUDE58 (plus amount £) to 70070 or visit www.justgiving.com/DudeWheresTheCar643360144.

Follow them on Facebook (H4H Dudes wheres the car), Twitter (Dude Wheres The Car) or Instagram (h4hdudewheresthecar).

100 per cent of all funds raised will go directly to Help for Heroes.

Neither the gearbox nor the engine (now seized solid) was the vehicle's original – a 2.25 diesel – so they decided to swap it for the 200Tdi from a Defender. "Having thoroughly gone over it and found that the engine must have been recently rebuilt this saved a lot of much-needed time. Even after around two years of sitting, and from a cold start, the engine fired up first time and ran like a dream.

That was a huge tick off the list," says Andy with a smile. "This is the best engine for the trip and we now have a fully synchronised Series III gearbox, after rebuilding it with an Ashcroft High Ratio Transfer Case – a modification we've all done a few times before. At least now, we'll have more torque, the vehicle will be better for cruising and slightly less thirsty."

They were able to retain the throttle pedal linkage with a small adaption using some old parts from Andy's 109, whilst the intercooler, believe it or not, is from a Renault 5.

Next in line was the bodywork. "The door panels weren't fantastic; the bottoms had rotted out, as they tend to on old Land Rovers, so we sourced replacements.

"The tub floor was also replaced with new supports and top hat sections together with a new rear panel. The body had certainly suffered from a lot of metal worm and electrolysis, suffice to it will almost be a new car when it's finished," admits Andy.

Not a huge fan of the Deep Bronze Green the car rolled off the production line in, the team decided to go for Dark Grey. As Andy's 109 is already Marine Blue, he wanted something slightly different, but still harks back to Land Rovers gone by.

Moving inside, the original dash panel was





This Page:
The new rolling chassis
(above); some of the
original parts (below)
- mostly full of rot

HELP FOR HEROES

HELP FOR HEROES' mission is to deliver a national network of support to the servicemen and women and their families of Great Britain's Armed Forces, both serving and veteran. They enable those who have made sacrifices on our behalf to achieve their full potential. They work with other Service charities to make sure that veterans and the wounded, injured and sick get the support they deserve, whether that's through grants to help improve re-employment and housing support or to provide mental health and physical rehabilitation. They also offer funding for the families of those who become affected as a direct result of their service.

Of the 220,560 individuals deployed to Afghanistan and Iraq between 2001 and 2014, up to 75,000 of those servicemen and women (and their families) may need our support in the future. The work that Help for Heroes does is hugely inspirational and helps wounded soldiers to develop and enhance their quality of life. These selfless people fought for us, and now they're faced with a fight that may last for the rest of lives - let's not make them face it alone. For more information go to: www.helpforheroes.org.uk/.





ABOUT THE TRIP

IN SEVEN days the three-man team will attempt to cross as many of the below countries as possible, covering between 3000 and 4000 miles.

Felixstowe (England), Holland, Belgium, Luxembourg, Germany, Czech Republic*, Slovakia*, Hungary*, Croatia*, Slovenia*, Austria, Italy, Liechtenstein, Switzerland, France, Monaco, Spain, Andorra, Portsmouth (England), Wales.

They will also aim to incorporate the following landmarks into their road trip: Arnhem Oosterbeek War Cemetery, Netherlands; Stelvio Pass, Italy; Verzasca Dam, Switzerland (where Dave will attempt a bungee jump!); San Bernardino Pass, Switzerland; Millau Viaduct, France; Bayeux War Cemetery, France; National Memorial Arboretum, England.

*Scoped to potentially drop from off the trip.

refurbished including the hand throttle and the old dials, whilst UnderCover Covers donated a new canvas in Sand and the boys replaced the seats with Deluxe Series items.

Now obviously this model only came with three seats in the front, which would be a little too cosy for the challenge, so they've had to mount a Defender front seat in the rear section of the tub. Details on how they achieved that will follow in part three.

One of the best modifications they've been donated is a live GPS tracking system from TrackIt 247. This means that anyone can monitor their travel (down to five seconds) as well as see a route of where they've been. Details of how to do this will be covered in the next instalment (November's issue of *LRM*).

Despite having worked on and owned seven Land Rovers between them, none of the boys have ever done a rebuild of this scale before.

Andy takes up the story: "Certain elements have been hard such as respraying bodywork and cleaning up the original parts, but the biggest problem we had, was working out how to modify something to work with something else, such as the engine. Obviously we now had a turbo and its associated pipework, so we needed to work out where to locate the radiator. Likewise with the battery, which had to be fitted somewhere else where space in the engine bay was restricted.

"Still, we were able to drive the vehicle under its own power for the first time last week. That was without doubt the most rewarding part of the build thus far."

The only part of the project that the boys haven't done themselves is the full stainless exhaust system, which was custom fabricated by Landy Spares, and the electrics, which were entrusted to Andy's brother. That's pretty impressive, especially as it's all been



done in a back garden!

"At Christmas we had to defrost the chassis with a blow torch just so we could paint it," laughs Kieran. "Most of it's been done outside battling the weather. The other factor working against us was time – we've only been able to work on it during evenings and weekends."

Suffice to say they are all looking forward to a rest when it's completed. First though the team plan to do a dummy run to Scotland, before they embark on their epic week-long trip trying to cross as many European countries as possible.

After then I expect they'll need a Land Rover free holiday... Somehow though, I can't see that happening with these boys!

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1999 DEFENDER 90 TD5 COUNTY PACK In Buckingham Blue with contrasting Black XS heated leather seats. This vehicle has just been fully refurbished onto a galvanised chassis, Powder coated axles and suspension, DRL bumper, KBX Grills and headlamp surrounds, Genuine Land Rover snorkel, Boost alloys fitted with All Terrain tyres, Heated front and rear screens, Just had a major service inc 12 Months MOT, Full under body Waxoyl £14,995 Stunning looking vehicle



2009 DEFENDER TDCI STATION WAGON In Java Black with contrasting Charcoal interior, Genuine Boost alloys, All new tyres, Tow pack, XS side steps, Alarm, Immobiliser, Central locking, Late style dash and 6 speed gearbox, Just had a major service inc 12 Months MOT, Fully Waxoyled £17,995 (Library picture)



59 PLATE DEFENDER 90 TDCI COUNTY STATION WAGON In Rimini Red Metallic & Java Black roof, Contrasting Black interior, New Sawtooth alloys and 265 MT Tyres, New KBX Grill kit, Tow pack & electrics, Just had a major service inc 12 Months MOT, Fully Waxoyled. Stunning condition £19,995



2013 DEFENDER 90 2.2 TDCI In Olney Grey, Contrasting Red leather interior, 17" BVM, D/L, Comfortpack, Cold drive pack, Sunroof, Over and performance kit, KBX Grill kit, 18" Backroad alloys & BFG Tyres, Whelan LED lights, Crystal headlights & HID Bi Xenons, Alloy steering guard, Black checker kit, N/A step, Tow H/L, DRL Bumper, Mirror 14" Steering wheel, Sound deadening to rear tub, painted & carpeted load area, Alpine upgraded audio with Bluetooth, Genuine side steps, front wheel system & HD bumper, Just had a major service inc 12 Months MOT, Underbody Waxoyl £25,995 + VAT



61 PLATE DEFENDER 110 TDCI In Fuji White with contrasting Grey vinyl interior, Tow pack, Late style dash, 6 speed gearbox and the latest 2.2 TDCI engine, 1 Owner, full service history, Immaculate chassis and body condition, Just had a full underbody Waxoyl, Just had a major service inc 12 Months MOT £12,995 + VAT



55 PLATE DEFENDER 110 XS COUNTY STATION WAGON In Zambesi Silver contrasting Black 1/2 Leather interior, Air con, Heated screens, Boost alloys, Genuine Checker kit and Tomb raider steps, SVX Grill kit and additional spot lights, Snorkel, Side steps, Just had a major service inc 12 Months MOT, Fully Waxoyled £15,995



55 PLATE DEFENDER 110 XS In Zambesi Silver contrasting Black 1/2 Leather interior, Air con, Heated screens, Boost alloys, Genuine Checker kit and Tomb raider steps, SVX Grill kit and additional spot lights, Snorkel, Side steps, Just had a major service inc 12 Months MOT, Fully Waxoyled £15,995



2007 DEFENDER 110 TDCI HARD TOP WITH SNOW PLOUGH In Fuji White with Grey interior, Just had a mechanical & cosmetic overhaul, Wolf wheels with BFG Mud Terrains, Black checker kit, Twin roller shutter hard top side with internal shelves etc, 12 Months MOT, Fully serviced and Waxoyled, Ideal winter vehicle and ready for work £12,995 + VAT



1990 DEFENDER 90 2.5 N/A Fully sandblasted chassis & axles, New Black vinyl interior, All doors refurbished & new door skins, New cubby box, 8 Spoke wheels & BFG MT Tyres, Black checker kit, All new lights, New bumper, Just had a major service inc 12 Months MOT, Fully Waxoyled, Ideal workhorse and USA or Canadian import £8995



2001 DEFENDER 110 TD5 COMMERCIAL VAN In Coniston Green with contrasting Grey interior, Genuine Freestyle alloys fitted with General All Terrain tyres, Tow pack, Black checker kit, Heater snow protection duct, Just had a major service inc 12 Months MOT, Full under body Waxoyl, Very light previous use £9,995



REFURBISHED DEFENDER 130'S TDI, TD5 OR TDCI WITH NEW TIPPER BODY AND HYDRAULICS, Fully re-painted in a choice of colours, Wheel and tyre options, Winches, Tool boxes etc etc, Fully serviced Waxoyled and 12 Months MOT - Vehicles to order



2010 LAND ROVER DEFENDER 90 TDCI COMMERCIAL VAN In Keswick Green with contrasting Grey interior, Tow pack, Rugged Mud Terrain tyres, Later style dash board, 6 Speed gearbox, Just had a major service including 12 Months MOT, Fully Waxoyled and serviced, Ready to work £13,995



52 PLATE DISCOVERY TD5 MANUAL In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2 suspension lift, Snorkel, Heavy duty shocks, 265 Mud Terrains on Black mods, Steering guard, Roof light bar, H/Light conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle £6995



SIMMBUGHINI OFF ROAD RACER Fully space framed vehicle (Jig built here at Simmonites) Rear Diesel engine powered (Isuzu 2.8 TD) 5 Speed Manual gearbox, Hi duty Axles, Coil over long travel Bilstein suspension, Quick ratio power steering, Race seats & harnesses, New wheels & tyres, This vehicle has been finished & maintained to a very high standard & 1 owner from new. Ready to race £15,995



1995 DEFENDER 300 TDI COUNTY STATION WAGON In Bright Red with Java Black roof and contrasting Grey cloth interior, Genuine Freestyle alloys fitted with All Terrain tyres, Alloy wheel spacers, Safari snorkel, African spec wheel carrier, Just had a full cosmetic overhaul, Fully serviced, 12 Months MOT, Full under body Waxoyl £11,995



2000 DISCOVERY 4.0L AUTO LPG CONVERTED In Alveston Red metallic with contrasting Grey interior, 64,000 miles, Twin factory fitted sunroofs, 20" Stormer alloy wheels, Sport side vents, Stainless steel side tubes, just had major service inc 12 Months MOT, Fully Waxoyled £8995



2001 DISCOVERY TD5 GS AUTO In Bonatti Grey Metallic, Contrasting Grey interior, Factory fitted alloys, ECU Re-map, Tow gear, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition and hard to find like this £7995



DISCOVERY 3 TO DISCOVERY 4 FRONT UPGRADE Simmonites Are Now Offering an upgrade on the front of your trusty Discovery 3 to the Discovery 4 look, Front end conversion £2789.80 + £557.96 VAT, Rear end conversion £1196.73 + £239.34 VAT, Colour coded arches £329.16 + 65.83 VAT, Please call Mark for details on 01274 833351



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55 PLATE DISCOVERY 3 TDV6 SPORT EDITION In Alveston Red metallic with contrasting Charcoal interior, Supercharged grill and alloys, Stainless steel side steps, 58,000 miles, Service history, Just had a major service inc 12 Months MOT, Stunning conditions and looks £13,995

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A BARS - LIGHT BARS

Discovery I & II Bumper mounted light bar **£88.00**

Defender grill mounted light bar - non air con **£71.44**

A Bar and spots from **£143.89**

Black non air con **£89.95**

Black air con **£119.94**

Defender and Discovery roof mounted light bar **£79.95**

NEW DEFENDER ACCESSORIES

07 Defender glove box **£95.94**

Defender Heavy duty bumper and fog lamps **£250.00**

Roof console for all Defenders without sunroof **£126.00**

Rear bumper corners 90 **£118.94** - 110 **£132.00**

SVX Style front grill with spot lights and indicators **£540.00**

DEFENDER 5 PIECE PANORAMIC WINDOW CONVERSION

Update your Defender with this stylish window conversion which includes 2 side panel, 2 rear quarter panels and 1 rear middle window

Fitted price **£795.00**

Free courtesy car available whilst the windows are being fitted



LIGHTING UPGRADES

Clear side repeaters from **£15.00** pair

Defender clear indicators **£8.34** each

H4 Spare bulb and fuse kit **£10.70**

Headlamp bowls **£12.00** each

NAS Light kit Clear from **£95.00**

NAS Light kit Std from **£55.00**

Halogen Headlamp kit **£30.59**

Disco 300 front Indicators **£48.00**

Xenon bulb upgrades from **£20.33**

Disco 300 Rear Bumper lights **£60.00**

SPOT LAMPS & WORK LAMPS

8" 100W Wipac Spot Lamps from **£53.94**

5.5" Chrome Wipacs **£30.00**

Round work lamp & fixings **£36.00**

Rectangular work lamp & fixings **£30.58**

Round Stone guard **£5.72**

Wing mirror mounting bracket **£12.00** each

Microline rectangular Fog / driving lamps c/w covers **£35.94**

Ring Ice Blue Fog / Driving lamps **£28.11**

H.I.D kit all models from **£195.00**

LIGHT GUARDS & MOUNTS

Defender light guards from **£66.00**

Discovery light guards from **£89.95**

Range Rover light guards from **£71.94**

Freelander light guards from **£66.00**

KBX NAS light multi mounts from **£57.42**

KBX NAS multi light guard from **£36.00**

KBX single light guard from **£24.00**



KBX ACCESSORIES

Front grill & headlamp surrounds

Satin Black from **£204.00**

Zambezi Silver, Brunel grey, Java Gloss Black from **£253.20**

Hi Force Top vents (pair) Satin Black **£60.00**

Zambezi Silver, Brunel grey, Java Gloss Black **£72.00**

Single side vent from **£50.40**

GRILLS & HEADLAMP SURROUNDS

S/S 3 piece headlamp surrounds **£84.00**

S/S Front grill **£82.74**

Standard Defender grill **£21.54**

S/S Headlamp surrounds **£35.69** pair

TD5 Headlamp surrounds **£25.48** pair

Discovery 300 TDI & TD5 Saudi spec grill >03 **£195.00**

OFF ROAD SUSPENSION

Tubular front shock turrets from **£78.00**

Castor corrected front radius arms from **£235.00**

Heavy duty front turret securing rings **£24.00**

Cranked rear radius arms **£138.00**

DISCOVERY SIDE STEPS

Discovery 1 Chevron Tread **£192.00**

Discovery 2 Chevron Tread **£186.00**

Discovery 2 Stainless Steel **£240.00**

Rear retractable step from **£110.00**

Disco3 Stainless steel tubes **£276.00**

FREELANDER SIDE STEPS

Freelander 1 rubber topped **£180.00**

Freelander 1 Stainless Steel **£210.00**

Freelander 2 Black & alloy **£450.00**

Freelander 2 Black tubes **£396.00**

Freelander 2 Stainless tubes **£474.00**

DEFENDER STEPS

90 Tomb Raider style steps **£204.00**

110 Tomb Raider style steps **£240.00**

90 Basket style side steps **£210.00**

110 Basket style steps **£220.00**

90 Stainless steel side tubes **£234.00**

110 Stainless steel side tubes **£264.00**

Single folding side step **£40.80**

Single folding rear step **£40.80**

NAS spec style rear bumper step **£320.00**

RANGE ROVER STEPS

Classic Chevron Tread **£192.00**

P38 Oasis pattern **£240.00**

Sport Chrome & Black **£354.00**

L322 Stainless steel tubes **£300.00**

L322 Black side tubes **£282.00**

L322 Black rubber topped **£414.00**

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Twin rear step fits on to tow bar - will fit all models

Zinc plated **£24.46**

Black coated **£27.07**

Universal wheel step **£59.95**

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- Side sliding **£102.07**
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- Rear end door **£66.00**

Checker Plate - Available in either Black or Silver, 2mm or 3mm. Wingtops, Side sills, rear corners, cross member, Bumper treads, bonnet etc. Please call for prices.

NAS heavy duty Bumperettes **£102.07**

Rear corner Bumperettes **£51.01**

OFF ROAD PROTECTION

Diff guards **£27.49**

Diff guards 110 rear from **£49.95**

Tank guards available for most models from **£71.44**

Steering guards Steel from **£83.94**

Alloy from **£99.60**

Rock slider & jackable sills with or without tree nerfs from **£162.00**

WINCHING ACCESSORIES

Fix it kit **£11.04**

Off road kit - basic **£90.00**

4 ft High Lift jack (as shown left) **£71.94**

Hi Lift Mate **£38.40**

Off road base **£48.00**

Champion Winches 9500 & 12000 lb from **£414.00**

Jack Rack **£25.54**

Off road kit - Advanced **£108.72**

Terraforma winch bumpers from **£354.00**

SUSPENSION

Terraforma +2" lift kit from **£234.00**

Parabolic springs SWB **£354.00**

Parabolic springs LWB **£390.00**

P38 Coil conversion **£420.00**

Discovery II Coil conversion **£120.34**

Range Rover Classic coil conversion **£270.00**

Air helpers from **£108.20**

Air helper compressor **£150.00**

Dislocation cones from **£60.00**

Poly bush kits from **£91.86**

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EXTERIOR ACCESSORIES

Defender wheel arch spats (std) **£120.00**, Extended **£222.00**

Discovery body moulding rubbing strips plain **£185.78** with bright insert **£223.79**

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DEFENDER ALLOY INTERIOR



Clock surrounds TD1/TD5 **£84.00**



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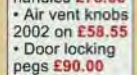
Grab Handles **£111.63**



Gear knob R380 or LT77 **£30.00**



Interior seat reclining handles **£78.00**



Air vent knobs 2002 on **£58.55**



Door locking pegs **£90.00**

DEFENDER INTERIOR

Rev counter

TD1 **£246.00**

Rev counter

TD5 **£258.29**

Loc box available in black, grey vinyl or techno cloth from **£186.00**

14" vinyl steering wheel & boss **£68.89**

Standard cubby boxes **£71.44**

Security cubby box with radio housing **£234.00**

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Standard cubby boxes **£71.44**

Security cubby box with radio housing **£234.00**

COUNTY CONVERSION

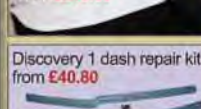
Alpine roof window kit **£136.51** pr
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PRIZED COLLECTION

It only happens every second year and when it does, people come from all around the world to see it

Story and Pictures: Patrick Cruywagen





Left:
There were even tombstones to mark the end of Defender production



Right:
Polyanna, the famous 1950 Series I that Barbara Toy used to travel around the world



When deciding on which Land Rover shows to attend this year, the first one I penciled in was Dunsfold Collection Open Weekend held on the Springbok Estate in Surrey. It's been on the Land Rover bucket list for a while now.

While the custodians of the collection have become good friends of *LRM* (see the Dunsfold Diaries on page 38) there was another good reason to attend the event.

Thirteen of the ultra-rare 20 remaining pre-production Series I 80in Land Rovers were on display. Historians will tell you that there were only 48 of these produced and with less than half of them remaining, to have so many in one place, was nothing short of phenomenal. I doubt that it will ever be repeated again.

With the possibility of rain very real on the Saturday, the pre-production Series 1s were kept in a big tent but on the Sunday they were driven out for an open-air display. The star of this line-up was HUE 166, the first pre-production Series I and probably the most famous Land Rover in the world. Just about everyone that attended the show, including my wife and son, had their picture taken with HUE 166. Up until this event, pre-production Series I number 4 (HNX 950) had not left the Beaulieu Motor Museum for 32 years, yet here it was, for all to see and enjoy.

There were over 120 vehicles from the

AWARDS

AFTER TAKING a measured walk around the estate grounds, Philip Bashall made the tough decision of who to dish out the awards to:

Bashall's Best

Dave Wickens: Land Rover Series 1 80in military 2350 PK

Best Leaf Sprung Vehicle

Nick Parr: Series 1 107in Station Wagon

Best Non-leaf Sprung Vehicle

Lee Haines: Early Range Rover P38A

Best Factory Development Vehicle

Nigel Withers: Pre-production Series 1 (GWD 501)

Best Display

The Land Rover Register 1948-53 for their pre-production Series 1 80in display

Spirit of the Event

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Dunsfold Collection on display, all arranged with military precision. To me this was the heart of the event and I took several strolls up and down the lanes, enjoying the wide variety of the collection. There were some unusual ones, too. Like the Taurus Defender 110, an armoured car prototype built in 2000 from complete knock down kits in South Africa. As it weighs around 3 tons they don't wheel it out too often.

This was the history of Land Rover right before my very eyes. Sadly for now, the collection does not have a permanent public accessible home, their vehicles are scattered all over the Surrey countryside in various dusty barns. Hopefully one day they will have a Land Rover museum with the Dunsfold Collection as a permanent, proud display for Land Rover lovers and historians to enjoy. That too is the dream of the collections three trustees: Philip Bashall, Richard Beddall and Gary Pusey.

I'm happy to report that one of the busiest places on the estate was the Friends of the Collection sign-up tent where attendees could join the friends for a nominal fee. This money is used to help preserve what is easily the most important piece of Land Rover history in the world. Most of the volunteers at the event were Friends of the Collection and without them the weekend would just not happen. One advantage of being a Friend of the

“This was the history of Land Rover right before my very eyes”



Left:
The most famous Land Rover number plate in the world





Above:
This Land Rover Perentie was built in 1991 by Land Rover Australia and saw action in several overseas operations



Right:
The classic Land
Rover show pose:
three men gathered
under an open
bonnet



Above:
The perfect
place to seek
hard-to-find
parts



“You don't have to be a rivet counter to enjoy the Dunsfold Collection open weekend”

Collection and open weekend volunteer is that you get to drive some of the vehicles once everyone has gone home on the Sunday. So for only £35 you could drive a rare Land Rover.

While much of the focus is around the collection I allow myself a stroll around general public car park as it too houses some very impressive classics. It was there that I spotted Roger Crathorne, the man they call Mr Land Rover. He was on a very special mission on behalf of JLR. As this is the last year that they are producing the Defender as we know it in the UK, Roger had been tasked to find 50 suitable Land Rovers for this year's Goodwood Revival event in September. These

50 handpicked Land Rovers will do a round of the circuit on each of the three days of the festival. This is in commemoration of the first Land Rover produced in 1948 and to say goodbye to the last Defender of 2015. Some might argue the end of the rather distinctive looking Land Rover.

Next, I made my way to the various club stands. They too had turned it on for the weekend and it seemed as if the Land Rover Series One Club and the Land Rover Series Two Club had bigger stands than at the other big Land Rover shows such as Billing and Peterborough. Their members wanted to showcase their vehicles and rightly so.

To get some sort of idea of how highly regarded the collection is one only needs to look at the type of person that attends the open weekend. The most obvious attendee is the rivet counter of course, but I also spotted several rather senior past and present Jaguar Land Rover staff members. It's nice to know that they take an active interest in the heritage of the brand we so love. Collection trustee and the man with the golden voice, Richard Beddall, was on the microphone during the day, he also introduced some of the guest speakers and Land Rover legends such as Dave Harlow, David Sneath, Mike Gould and Graham Archer.

Some of them gave informative talks during the course of the weekend. On the Saturday night Richard took charge of a very successful auction of rare Land Rover memorabilia, which raised over £5000 for the collection.

You don't have to be a rivet counter to enjoy the Dunsfold Collection open weekend, all you need is an interest in our past. On the Friday evening I stood around the BBQ chatting to a fellow who had come all the way from Australia to see the finest collection of Land Rovers in the world. He was just one of many that have travelled from afar.



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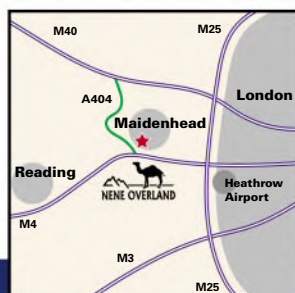
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PERFECT TWO

Series IIs are still highly sought after by enthusiasts like Alan Hewitson, who has just finished this painstaking restoration

Story and Pictures: Bob Weir







The original canvas was in good condition and simply needed a coat of waterproofing. The seats however, weren't the right ones for the model and were swapped out



“Alan's first job was to strip the Land Rover down”

Kilbirnie is a small town in North Ayrshire on the west coast of Scotland, about 20 miles from Glasgow. Historically, the town was built up around the flax and weaving industries, before iron and steel making took over in the 19th and early 20th centuries.

Alan Hewitson has lived in the area all of his life, is an engineer, and has been a big fan of all things Solihull from an early age. He says: “When I was at secondary school my metalwork teacher had a Series III, and it all started from there.”

By the time Alan was old enough to pass his driving test there was only one thing on his mind. “I bought my first Land Rover when I was 18,” he recalls. “It was a Series III 109 diesel pick-up that I acquired off the same teacher. It didn't run particularly well, but it lasted me a couple of years. This period in my life was a big learning curve, as I'd had no real mechanical experience.

“I then had a gap for a few years until 1994, when I bought an ex-Forestry Commission Series III 88-inch hard top. I knew that these vehicles were well maintained, and therefore didn't need a lot of work. I ran this for a little while, but I was commuting into Glasgow at the time and couldn't really afford the fuel. I then got married and needed more reliable transport, although I also owned a Defender for a short period.”

Alan's passion for Land Rovers then cooled

for several years, while he raised a family and moved up the career ladder. Then one day in the summer of 2013, he happened to be browsing on eBay.

He explains: “I had reached the stage where I quite fancied a restoration project. I spotted this Series 2 up in Arbroath. I recognised the old City of Dundee number plate, so realised it was a local vehicle. I then decided to check it out. I got in touch with the owner, and he agreed to show me the vehicle while the bids were still coming in.

“In hindsight, it appeared to be in good condition, although I wasn't able to have a test drive. I then put in a bid on the last day of the auction, and was successful. We had a family weekend already arranged in Inverness, and stopped off at Arbroath on the way home to conclude the deal.”

Alan recalls that the 120-mile drive back to Kilbirnie was a bit of a white knuckle ride. “As soon as I got behind the wheel, I realised the tank was empty, so the first stop was a filling station. Half the petrol ended up on the forecourt, which didn't bode well for the state of the tank. The steering was also erratic, which meant we had to have frequent stops.

“I didn't know what state the engine was in, so I thought it best to avoid overheating. I had hoped that the Land Rover might have been in better shape as I'd forked out top dollar for it. My heart was in my mouth, but fortunately we made it back to Kilbirnie in one piece. Just as well because my

wife was beginning to think I was mad!”

Having returned to the quiet backwaters of North Ayrshire, Alan decided to take stock. It turned out the Series 2 (Serial no: 141103331) was a 1961 home market model. He states: “To start off with I just tidied things up a bit to turn it into a reliable runner. This lasted for about a year, until the cylinder head gasket went. It was at that point that I decided to give it a full resto.”

Alan's first job was to strip the Land Rover down. “I realised I needed a secure place to work on the vehicle and to keep it out of the elements, so hired a local shed close to where my parents live,” he says.

“I then ordered a new chassis from Richards Chassis. Once it had arrived, I started transferring everything across.

“I had chosen to recondition the engine, and sent it to Turner Engineering. They turned the 2.25 round in record time. I'd already spoken to them previously one morning to say that the engine was out. They suggested I drain it of oil, before wrapping it in polythene and putting it on a pallet. Much to my surprise they collected it the same afternoon, and it was back in Ayrshire three weeks later.”

Having put the reconditioned engine back in the chassis, Alan turned his attention to the gearbox.

He says: “I'd spoken to a few friends about the gearbox, and their advice had been along the lines of ‘if it ain't broke don't fix it’. But

Left to right:
From taking the 2.25 engine out and draining the oil, Turner Engineering had it back to Alan – reconditioned – within three weeks



SERIES II HISTORY

THE SERIES II had a production run from 1958 to 1961. It came in 88in and 109in wheelbases, normally referred to as the SWB and LWB.

This was the first Land Rover to be deliberately styled by Rover, resulting in the trademark 'barrel side' waistline. The cab also featured side windows, and a rounded roof still used on recent Land Rovers.

The Series II was the first Land Rover to use the 2.25-litre petrol engine, although the first few examples still retained the 2.0-litre (52 hp) petrol unit from the Series I. This larger 72 hp unit would set the standard, until diesel became more popular in the mid-1980s.

Variants included a twelve-seater station wagon. This was introduced to take advantage of prevailing tax laws, and remained a popular body style for many years.



now it was actually out the engine I didn't want to take that approach, so arranged to have it overhauled by a local company, Neil Engineering at Glengarnock. The owner's father was an expert on old Land Rover gearboxes, so he was brought out of retirement for a week. Apparently the fourth gear was broken, and had to be replaced. The gearbox now has synchromesh on all four gears.

"G B Springs Ltd in Birmingham took care of the suspension using parabolic springs to give a smoother ride. I realise these are not as suitable for serious off-roading or carrying a heavy load, but that suits me just fine.

"I then renewed all the brake linings and cylinders. During this period, I must have spent half of my spare time scouring the internet for the proper parts at the best prices. Most of them were either sourced at John Craddock Limited, or Paddock Spares in Matlock. Autosparks Limited from Nottingham also supplied me with a new wiring loom."

Alan recalls he had a particular problem with the existing seats on the Series II.

"One of the previous owners had decided to put in some seats out of a Defender, including the running rails. Obviously these had to go, and I managed to get hold of the correct items. The seats are the right ones for the model, and are covered in imitation elephant hide."

As the bills started to mount up, at least



Alan could count one blessing: the canvas roof.

He said: "The new roof had been mentioned in the eBay advert. The owner was true to his word, and it was in good nick. I've also treated it to another coat of waterproofing, just to be on the safe side. I'd prefer it in sand, of course, but I can't justify changing it just because it's the wrong shade."

As the restoration neared completion, Alan also turned his thoughts to the paintwork. He said: "This was all done locally, and I stuck to the traditional colours." The Series II was finally finished in May of this year. The work took 11 months in total, and the final bill came

to £18,000.

"After a couple of trial runs around Kilbirnie, I decided to enter the Land Rover in this year's Borders Vintage Agricultural Association show held at Kelso," says Alan.

This was the first time he had rallied YYJ 938, and it duly picked up prizes for not only 'Best in Class', but 'Best in Show': a remarkable achievement considering the event is usually dominated by some of the best vintage tractors in Scotland.

Needless to say, Alan has enjoyed being part of the Green Oval scene again and looks set to have this one for the foreseeable future.



"The 'box now has synchromesh on all four gears"



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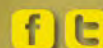
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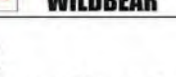
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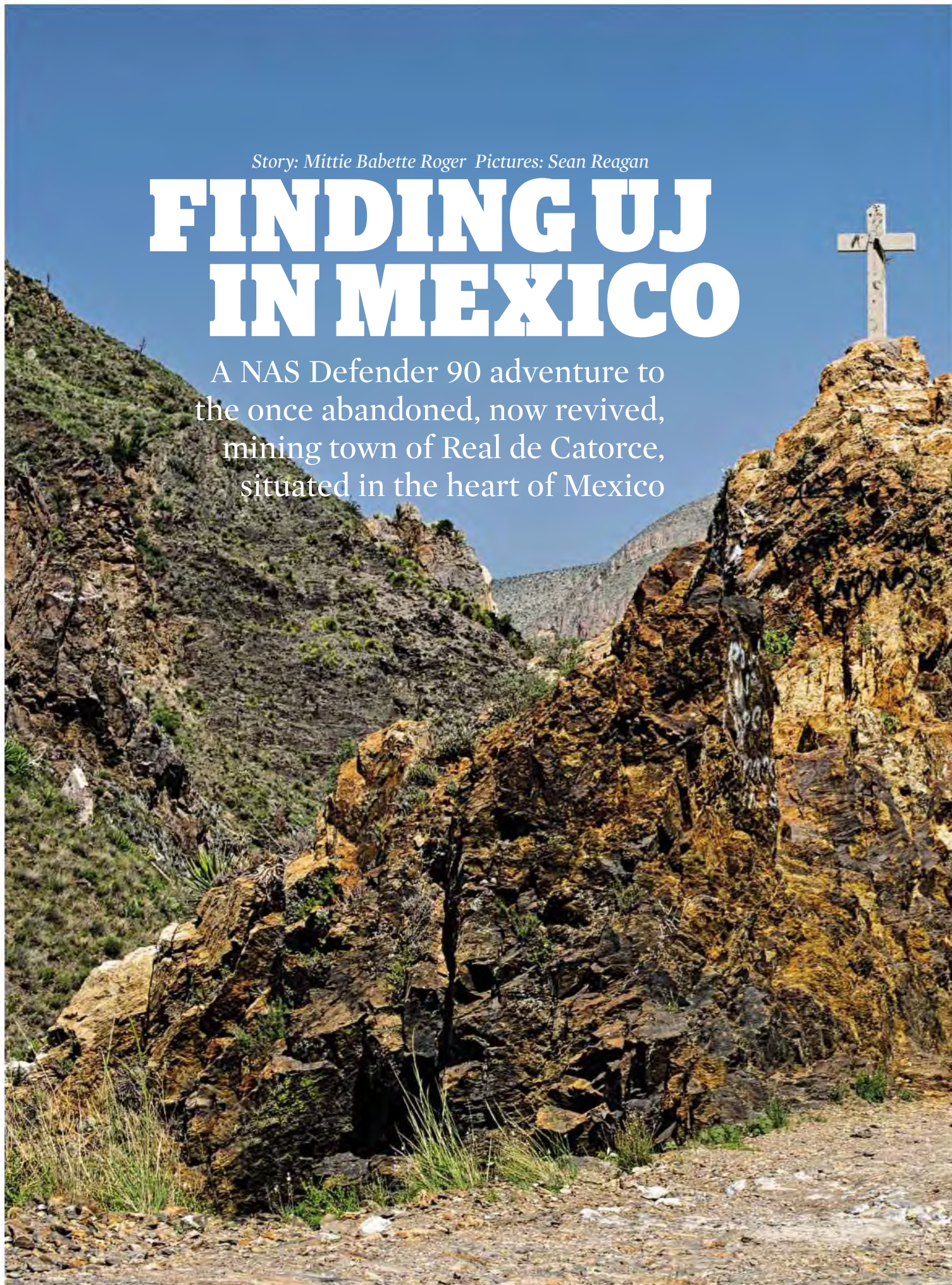


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FINDING UJ IN MEXICO

A NAS Defender 90 adventure to
the once abandoned, now revived,
mining town of Real de Catorce,
situated in the heart of Mexico





Perched in the mountainous highlands of central Mexico, we have a great jumping-off point to explore the Americas. Today we're traveling to Real de Catorce, a town of legend and mystery, located in the Mexican state of San Luis Potosí.

There's a certain magic to the morning as we roll out. The sun breaks the horizon, and the chilly wind whirls around us in the open-air Defender. Our Rover, affectionately named La Poderosa, is a 1995 NAS Defender 90 with a 3.9-litre fuel-injected V8 made especially for the gas-guzzling US market. We have her trimmed down to the basics so she's well-suited for a rugged life in Mexico. The air con has been removed, so has the cubby box and stereo, as well as the back seat and tyre rack. Fuel efficiency and dependability are among our primary concerns. We travel like backpackers and don't leave much in the open Rover. Apologies, I know you Brits like to call them Defenders or Land Rovers. Our no-frills travel lightly tactic has worked for Mexico and Central America, but we'll have to outfit her a little better when we head down to the colder South America.

Sean and I have been living in the Sierra Madre mountain range of Central Mexico for seven years, exploring Mexico and Central America every chance that we get. We are adventurers at heart and spend the majority of our time doing just that. We're looking for more than a pre-packaged holiday; we seek authentic culture and the unique experiences that one-of-a-kind places offer.



“In the desert we meet goat



Above and below:
A cobblestone road
winds through
archaeological ruins,
strange vegetation and
dry riverbeds



Facing page:
After being burnt to
the ground and then
left to ruin after the
Mexican Revolution,
Real de Catorce is
coming back to life

herders, hippies and hikers”



Our home base, San Miguel de Allende, is a UNESCO world heritage site, praised worldwide for its colonial elegance, mountainous landscapes, and most importantly its perfect weather. As a writer-photographer duo, our adventures are our livelihood. After months on the road, sweet San Miguel always welcomes us home.

Now, we're off on a new journey. We exit the highway near Matahuala and take a 22 km cobblestone road through semi-desert terrain, winding through archaeological ruins, strange vegetation and dry riverbeds to the entrance of the Ogarrío tunnel. This 2.4 km tunnel is a single lane, carved through the mountain to Real de Catorce; there's even a 90-degree turn in the middle of it.

Real de Catorce's history is a turbulent tale. The town was burned to the ground by Chichimeca Indians before rising as one of the Spanish crown's most important sources of precious metals in the late 1700s; then it fell to ruin after the drop in world silver prices and the Mexican Revolution of 1910. The mines closed and this once-prosperous community of 14,000 was reduced to fewer than 3000 inhabitants.

Today this stony, sun-bleached town is slowly coming back to life. Far from its heyday with European luxury stores and the most productive silver mines of New Spain, tourism is reviving this small economy; now there are a few simple hotels and a handful of good restaurants.

We venture out in the valley below Real de Catorce to explore the small towns, like Refugio de los 14, Santa Cruz de las Caretas, Estacion 14, Walde, Vanegas, and the

fascinating desert flora and fauna. The trail we take out of Real is the old entrance to the town – a narrow road of dirt and rock heading down the mountain with a sharp drop-off on the left. Signs caution: 4x4 vehicles only. Further down, the trail comes to life with cactus blooms.

This desert and its surrounding mountains are a pilgrimage destination for the Huichol shamans. The Huicholes, an indigenous people of Mexico, walk across the wide expanse of desert from Nayarit, Durango, Jalisco and Zacatecas to the valley of Catorce in spring to present offerings atop their sacred Burned Mountain, the place said to have welcomed their ancestral god, 'Tatewari' or Grandfather Fire, to the world. Many ceremonies take place here, often involving the use of peyote, the sacred hallucinogenic cactus ingested to communicate with their god.

In the desert, we meet goat herders, hippies, and hikers. Over the hard earth, we weave through cacti and brush. We move slowly, taking in the scenery and the dry desert air. The Rover seems quite at home. We camp beneath a wide-open night sky.

Back in Real, we swap stories with the owners of the eight working Willys Jeep wagons in town. It is amazing how these vehicles continue to dominate the rugged terrain after 50 years – a true testament to the vehicles' build and the resourcefulness of those who maintain them. These vehicles connect Real de Catorce to neighbouring towns and also take visitors out to the desert on weekends. The Willys drivers all loved La Poderosa. One called her a 'beautiful machine'.





"Signs caution: 4x4 vehicles only"



Above:
The locals, some of whom were Jeep drivers, fell in love with our Land Rover, affectionately called La Poderosa

And he's right - La Poderosa has a simple beauty about her. She's made for what she does: getting us in and out of hard to reach places. Comfort and First World amenities take a back seat on these trips.

However, after a week of tooling around this unforgiving land, we run into mechanical trouble. Out in the desert, one of La Poderosa's universal joints starts to fail. There is absolutely no chance of pushing through - the wobble has already damaged the front prop shaft and it's getting worse.

We roll up at a very simple garage and are greeted by a father and son. The plan is to see if the damaged prop shaft will receive a new UJ without too much wobble. We also check if the Rover will drive in high range with only the rear prop shaft in place, but this does not work: the transfer case sends all energy to the absent front prop shaft. Engaging the differential does work, but we are still almost 500 road kilometres from home.

With any luck, a new UJ will do the trick. A Defender-specific part would be harder to find out here. For our '95, we usually order parts through Rovers North in Vermont and ship them to Texas. Mexican courier services then bring the items across the border. Given what a lengthy process this can be, we often rely on aftermarket parts available in Mexico as well as a healthy dose of Mexican

ingenuity - especially if we have problems on the road far from home. Mexico has a relatively young Land Rover tradition and while Land Rover Mexico does stock some parts for the more modern Defender Puma 2.2-litre diesel, we've had better luck getting Rover-specific parts from the US or UK.

Riding with the mechanic in a dilapidated Dodge, we find a UJ in a neighbouring town and manage to get it in place using the basic tools at hand - not ideal but a pretty tight fit considering the condition of the prop shaft. Though we're back on the road, La Poderosa will need a thorough check-up before heading back out; she needs to be in tip-top shape because we have big plans for her.

As we cruise out of the stark, high-mountain desert of Real de Catorce and back toward our colonial town of San Miguel de Allende, feeling the hot wind on our faces, we're thankful to have her running again. We ride south, going home.

FIND OUT MORE

TO FOLLOW the Mexican adventures of La Poderosa see mittierogger.com or seanreaganphotography.com



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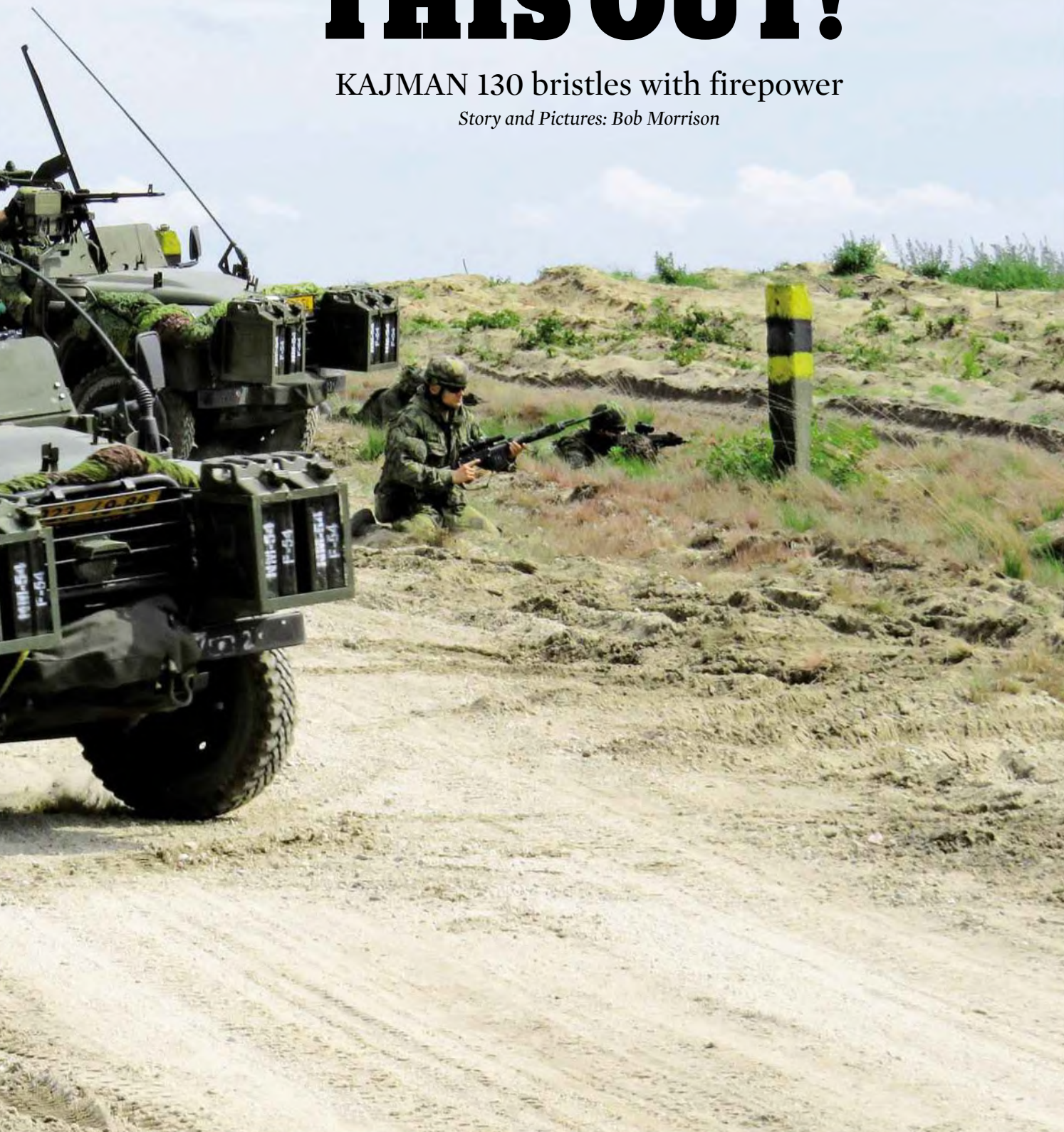
WITH BOB MORRISON



CZECH THIS OUT!

KAJMAN 130 bristles with firepower

Story and Pictures: Bob Morrison





- 1:** Czech Para crew demonstrate their Defender's mobility at IDET '15
- 2:** There are three swivelling crew seats, plus a jump seat in the rear
- 3:** The D130 KAJMAN uses a 4-cylinder 2402cc Ford Duratorq Puma engine

THE DEFENDER has been in Czech military service for close on 20 years, Land Rover having won the first of several contracts to replace the country's fleet of Soviet-built UAZ-469 light utility vehicles in June 1995. I have previously photographed some of these vehicles on exercise and on display in Poland and the Czech Republic. It had been my intention to try to capture the latest models at the IDET military expo in 2009, but the sudden and massive downturn in the economy meant the trip would not be cost-effective. So, I decided to cancel my plans, to write off the relatively minor expense of my pre-booked cheap airline tickets, and to concentrate on the exercises and training of UK Forces instead.

These later Czech military Defenders, which started entering service from around the beginning of 2008, were from what Land Rover's military sales team calls their 'core range'. When they left the production line at Solihull they were essentially very close in specification to civilian models, but had certain militarised components. When they arrived in the Czech Republic the local agents, AMT Defense, set about customising them to meet the end user's precise requirements. But that's a story for another day.

The first batch Czech military Defenders were powered by the four-cylinder 2495cc Romulus 300Tdi engine and later batches were fitted with the more powerful five-cylinder 2493cc Storm Td5. Post-2007 Defenders procured by the Czech Ministry

of National Defence however, have a four-cylinder 2402cc Ford Duratorq Puma engine. The vehicle featured this month is one of the latter, as is evident by the bulged bonnet and side-mounted spare wheel configuration. A quick look at its handbook plus a check of its VIN plate confirmed it was manufactured in 2009, long after Land Rover ceased production of Td5 Defenders.

So what precisely is this strange vehicle, you are no doubt asking. In some respects it looks like a US Ranger's SOV (Special Operations Vehicle). When viewed from the side though, it is obvious that not only is it built on the stretched Defender 130 chassis, but also it has HCPU (High Capacity Pick Up) rear body lower side panels, rather than the conventional Station Wagon panels used on the R-SOV. Known as the KAJMAN (as in Cayman crocodile), this Defender 130 is actually the third generation of machinegun-toting SOV or RDV (Rapid Deployment Vehicle) used by Czech Special Forces and Airborne Forces over the last decade.

The first of these was the WMIK-like Defender 110 SOV used operationally by the Czech 601st Special Forces Group, who are very similar to Britain's SAS, out in Southern Afghanistan from 2006. This was essentially a three-door soft top Defender 110 with a removable side-hinged tailgate and a Czech manufactured rear cage supporting a ring mount for a 12.7mm DShKM heavy machinegun, as well as a pintle mount for a 7.62mm PKB machinegun in front of the commander. When these vehicles were



XXXXXX

“The KAJMAN was designed to carry out combat and special missions”

deployed to Afghanistan armoured plates were affixed above the front bulkhead, soft MAPIK panels were strapped to the roll-cage sides, an armoured belly plate was affixed to deflect landmine blasts, and a third outward facing ‘jump’ seat was affixed at the back of the cargo compartment for a rear gunner.

I reckon this SOV was a stopgap measure, as the SOV II (Armoured 3) model soon appeared built on a Station Wagon bodyshell, very much like the original R-SOV. The roll-cage layout of this 5-door vehicle was very similar to the 3-door version deployed in 2006, but it had proper seats for four troops in addition to the top cover gunner. Removable armoured side doors were also fitted and the driver was given a fold-down half-width windscreen. According to the user, this Land Rover has STANAG 4569 Level 1 ballistic protection.

The SOV II was adequate in size for a four-man Special Forces squad, but it was way too cramped for a six-man section of Czech Paras. So in 2009, a long wheelbase version, the KAJMAN, was ordered specifically for the elite 43rd Airborne Battalion of the 4th Rapid Deployment Brigade. This battalion, which currently has troops deployed in Mali as part of EUTM (the European Union Training Mission) and has served alongside UK Forces

in Afghanistan, Bosnia, Iraq and Kosovo, is one of the core elements of NATO’s spearhead VJTF (Very High Readiness Joint Task Force) formation. It was set up at the 2014 Wales Summit in the light of Russian expansionism in the Crimea and Eastern Ukraine.

Officially described by the Czech MoND as the LAND ROVER DEFENDER - MILITARY ARMOURED 4, and nicknamed the KAJMAN on official documentation, this extra long wheelbase gunship was designed “to carry out combat and special missions with the Parachute Battalion”. The Ministry also states the KAJMAN has the ability to be transported by aircraft or helicopter and offers the possibility of undertaking Special Forces or Parachute Assault tasks.

Effectively the converters, AMT Defense, took a Puma-engined Defender 130 Crew Cab and removed the upper cab body, then added a WMIK-style roll-cage and weapons ring platform from the B-pillar to the rear of the vehicle with a single forward strut over the front cab area and down to the engine bulkhead. As with the Czech SOV II, the armoured side doors are easily removable, as are the underbelly mine protection plate and the armoured half windscreen in front of the driver. There is no rear tailgate, but a large

DECLASSIFIED



SOV PROTOTYPE

THE CZECH Army’s KAJMAN 130 can trace its lineage right back to the vehicle the US Rangers commissioned from Land Rover straight after the 1991 Gulf War; the Defender 110 R-SOV. The US Army’s 75th Ranger Regiment, an elite airborne formation, can trace its history back to the mid-18th Century. The first Ranger unit however, was a non-conventional English military force formed by Captain Benjamin Church in Massachusetts in 1676 to fight in the First Indian War. The above vehicle is Land Rover’s SOV prototype, which I photographed at a demo at Eastnor in 1992.





The KAJMAN displayed at IDET '15 had a 12.7mm DShKM main weapon and 7.62mm PKM commander's machinegun

- 1: Czech Paras live-firing DShKM and PKM [Zdeněk Novák]
- 2: Massive stowage pannier at rear simply swings away to give speedy egress

WHAT DOES THE FUTURE HOLD?

WITH THE imminent demise of the Land Rover as we know it, the vehicle branded as the Defender for the last quarter century, the two questions I am constantly asked are: "What will the military use in the future?" and "What will the Defender replacement be like?". The first one is relatively easy to answer, as we know that UK Forces have geared up to keep the bulk of their Wolf 110 fleet running for the next ten to 15 years, but the second one is a lot harder.

Land Rover have always been very good at the black art of spreading disinformation and false clues. That's because for most of the marque's life it has not had the financing nor the manpower to keep all that far ahead of the Far East mass manufacturers when it comes to new model development. Consequently, even with their friends, they have a tendency to play their cards very close to their chest, so I honestly have not got a clue if the 'New Defender' might be suitable for military use.

side-hinged stowage basket blocks off the back. When used non-tactically, a low-profile foul weather canopy can be fitted.

Since 1999 the Czech Republic, formerly part of the Warsaw Pact when linked to Slovakia as Czechoslovakia, has been a full member of NATO. And the now all-professional Army of the Czech Republic (ACR) has operated militarily in the same manner as other Alliance nations like, for example, the United Kingdom or the Netherlands. However it is different from its more western neighbours in that it still uses much of the light weaponry and ammunition it did when it was on the eastern side of the Iron Curtain. Hence the 12.7x108mm DShKM being mounted on the KAJMAN rather than the 12.7x99mm M2 Browning and the 7.62 mm PKM machinegun instead of the 7.62mm GMPG or FN MAG. An AGS-17 Russian 30mm automatic grenade launcher can be fitted as primary weapon instead of the DShKM.

Just like the British WMIK, the commander's seat on the KAJMAN is raised

to allow him to use the secondary machinegun. In addition to this seat and the driver's seat, there are two more behind the second pair of side doors and these can be swivelled from forward-facing to side-facing.

There is a fifth conventional seat, which also swivels, on the left rear compartment floor and between this and the second row seats there is a simple back-up seat for the main gunner.

These vehicles, of which 79 were purchased, are all Fitted For Radio with antenna mount on the front left wing and terminal boxes above and behind driver and commander. In addition to conventional lighting, with night convoy override, they also have a single central hooded headlight with a removable cover and hood so that only the driver can see the beam. This light sits behind the protective bull-bar, which has a combined reinforcing strut and sidestep running rearwards beneath the sills. There is also a bumper-mounted WARN XDC winch for self-recovery, flanked by two twin diesel jerrycan racks.





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ABENTEUER & ALLRAD 2015

Land Rovers take centre stage at Germany's premier off-road and overland adventure show

Story: Mike Brailey Pictures: Tristan Brailey

Europe's largest adventure and off-road exhibition opened its doors in Bad Kissingen, Germany, for four days of 4x4s, accessories and overland travel. Once again, the weather played into the hands of the organisers and exhibitors with plenty of sunshine and temperatures climbing to 38°C. Compared to 2014's record number of visitors, this year's attendance of 54,100 was just 1% lower which, despite the economic climate and ensuing reluctance to travel in some parts of Europe, is once again proof of how hugely popular the show is.

The extensive camp area has become a firm favourite among many of the enthusiasts that attend and was a temporary home to around 4500 travellers and 1800 vehicles arriving from the most distant corners of Europe.

Once the show closes and the sun sinks behind the forested hills beyond the river, barbecues and log fires punctuate the darkness inviting friends and strangers to share their stories – social networking the old-fashioned way.

With more than 250 exhibitors, the outdoor show area was not only stage to quads, ATVs, pick-ups, and expedition trucks, but also to a wealth of accessories and equipment for each category of vehicle and every kind of adventure you may wish to embark upon.

Land Rover Germany displayed their latest models and offered rides with skilled drivers on a circuit of mixed terrain, which included a giant see-saw.

For the more ambitious and experienced off-roaders, a self-drive course made it possible to climb behind the wheel of a selection of vehicles including fully-equipped expedition trucks, or even the highly-capable ex-military 4x4 MAN KAT, to kick up dust along the trail and drive through a water hole.

The German Land Rover Club was allocated a spot next to the self-drive course, which meant they were coated in a thickening layer of dust thrown up when the trucks went by. But with a tent for protection, they kept their spirits up and were keen to talk about the club and the vehicles they had on display, which included an early Range Rover and some overland-prepared Defenders.

It goes without saying, Series Land Rovers are just as much a part of the scene as their more modern counterparts and several nice examples were to be seen.

Taubenreuther, better known for their off-road accessories, displayed a fully restored 88 inch with a Fairey capstan winch. The restoration was completed in 2013 and included some light modifications to the suspension. Very clean and tidy, except for the unavoidable, yet characteristic, dust, it was showing a sales price of 12,500 Euros with room for negotiation.

Another thoroughly restored Series III stood on the Matzker stand surrounded by a full range of specially equipped new Land Rovers, including an FIA-prepared rally Defender. This was marked up for sale as well, but at a considerably higher price beyond the 20,000 Euros mark.

Now this show is a far cry from a collection of new and used spare parts – the focus is on preparing vehicles for serious off-

roading and long-distance travel. Consequently, the companies who choose to exhibit here are mostly displaying products, which have proven themselves many-fold under the rigours of time, whilst the personnel behind them are seasoned drivers with the hands-on knowledge to give you good advice for your vehicle and its intended purpose. I spent a long time talking to cabin builders and manufacturers of tanks and other equipment for example, but there isn't enough room here to cover everything.

As far as really practical appliances for a Land Rover go, Jeremy Bergh, who owns Alu-Cab from South Africa and is responsible for the product development, demonstrated his self-supporting 270 degrees awning. Once installed, it opens out to cover the side and rear of the vehicle in under a minute. If the wind is up, you can use ropes, which are tucked away inside the beams to add more stability.

Packing it away is equally easy and quick. He also makes an aluminium roof conversion with integrated tent/bed and a useful bonnet box (if you don't carry your spare there). These and other products are available through his European distributor Genesis Import.

If you are planning to travel outside of Europe, Famous-Water.com produce compact and affordable water purification and desalination units. They were the first to produce an autonomous desalination system which has since been developed to include fresh water decontamination as well – all fitted inside a portable aluminium box. Of course they also have filtration systems for your on-board tanks: pre-filters for when the tanks are replenished and in-line filters between the tank and the tap.

A show like this wouldn't be complete without the odd globetrotter talking about their travels and experiences. On the Saturday, Explorer Magazine had two couples sharing their stories: Martin Zech told of his two-year trip with his wife through 25 countries in South America and Asia driving a small 69 bhp converted van – and all on a shoestring budget. He has since produced a 90 minute film, which will soon be available in English.

Sabine and Burkhard Koch have covered more than 300,000 km in 11 years in their purpose-built truck, which they've named the Pistenkuh (which translates to the 'trail cow'). They have produced a terrific series of films covering trips through a number of very different countries and terrain - and these too will soon become available in English, so watch this space.

If you are passionate about your vehicle, travel and exploration, then Abenteuer & Allrad is an event you should not miss and need to put in your diary for next year. Due to take place between May 26 and 29, the 18th anniversary of Europe's largest cross-country fair promises to be a good one. Meet and talk to people who live and breathe 4x4s, check out the latest and greatest in off-road products and get inspiration from the array of vehicles on display (as well as drive some of them). Check out www.abenteuer-allrad.de for more information.





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PART 2 **BRITS DOWN UNDER**

Dave and Pam White tour
Australia in their Defender 90

Story: Dave Barker Pictures: Dave and Pam White

On February 18 the ship carrying the container with Dave and Pam's Defender inside, docked in Botany Bay, Sydney, Australia. Just before they flew out to join it, the shipping agent called to say that their Defender had cleared customs and more importantly, quarantine. All their hard work and meticulous cleaning had been worth it.

Pam and Dave arrived a week later and drove their Defender out of the bustling docks. First up, a fuel stop before heading to the licensing office for a road toll tag. After an hour of negotiations the Aussie officials concluded that they could not issue a foreign vehicle with such thing, but fortunately told the couple not to worry about it.

From there they headed to a pre-booked campsite for two days, where they went over the Defender with a fine tooth comb having spent two months in a container. This also gave them time to stock up on food and other supplies. It was only once they took the scenic coastal route south out of Sydney, that it hit



home. They would be spending the next four months exploring the vastness of Australia

Luckily Pam had spent a lot of researching their road trip, so that her and Dave knew exactly where they had go – like the Melbourne Grand Prix for example, and the places they had to see. They didn't have a day-to-day time schedule as such, but they did have a basic plan. First they would head south through New South Wales, then west along the coast into Victoria towards Melbourne. They would then drop into south Australia, continuing along the coast into western Australia; here they would head north along the coast until they reached the Northern Territory. At this point they would head south to Alice Springs before crossing the mighty Simpson Desert. The last leg would see them continue east back into New South Wales before taking the coastal road towards Sydney. It was an ambitious trek for a little Defender 90, and they had until June 30. The day the car had to be in Botany Bay and the pair would be flying back to the UK.

On the first leg of the trip along the coast, Pam and Dave quickly got into the routine of driving by day, then setting up near the beach before taking down camp the following morning. Upon entering the inland Kosciuszko National Park they followed the Snowy Mountain Highway for several days, climbing to over 4500 feet. It had some pretty hairy drop-offs apparently, but the dramatic views made it all worthwhile.

Soon they had their first proper challenge near Nimmitable where they found some

4WD-only tracks. Locals referred to them as the Cattleman's Track and the Postman's Track, and they took about half a day to drive. Just a few days later the Defender got its second 4x4 test on some unsurfaced tracks that crossed over the mountains. Soon they over the Murray River and heading into the state of Victoria. By now Dave had settled into a driving rhythm and found the Defender's sweet spot for traversing the washboard sections. You have to go at the right speed to avoid the worst of the undulations of the unsealed and gravel roads.

There was a slight concern when the



LANDY TRAVELS

FOR THE full story of Dave and Pam White's Australian adventure, click on <http://landytravels.com>.

Defender's fuel gauge started playing up, but after a few sharp taps on the tank sender unit, it was back working again! Fuel checks showed that on the steep mountain passes the Td5 was using 23 mpg and on normal roads around 27 mpg. This was well within their planned budget.

After stopping in Melbourne for the F1, they continued west, heading inland towards south Australia. But first they took in some 4x4-only desert tracks in the Murray Sunset National Park. Encountering soft sand for the first time, the tyre pressures had to be lowered. While covering the park's 200 km of unsealed tracks they never saw another vehicle or person. The Defender proved more than capable in the dunes despite being loaded with camping gear. This was a good sign for the big dunes that lay ahead.

Crossing into southern Australia is not like crossing from one UK county into another. You have to pass through a quarantine point as they have restrictions on what foodstuffs you can take into the state.

A day later they passed through Wilmington, where a line-up of Series Land Rovers stood outside a toy and model museum, forced them to stop. The owner kindly took an hour out of his time talking through them all. Australians just love the older Land Rovers.

Next up was the famous Eyre Highway that crosses the Nullarbor Plain and is 1675 km long. It includes what is regarded as the longest straight stretch of road in Australia, between Balladonia and Caiguna, and is 145.6



Above: At the shipping Agents at Botany Bay, 15638 miles (25167km) since they set off four months before

km; it took two days to cross this section.

A few days later they rolled into Western Australia. Not long after crossing the state border they met a Swiss couple in a Defender 110 Td5, who were also doing a trip around Australia. The state's capital Perth was purposefully bypassed but not the 4 km drive through the vertical limestone rocks sat in the desert at Pinnacles. As they were about to enter some of the most remote parts of Australia, locals advised them to stock up on everything they needed, including water, food and fuel at every opportunity.

Dave also felt it was time to give the Defender a thorough check over and a good lube and greasing before heading further north into the Kalbarri National Park. It was left in the hands of a local Land Rover specialist in Geraldton and, astonishingly, they found nothing wrong or worn. I suppose when you have done the Outback Challenge a few times you know how to prepare a vehicle.

They continued north along some of the most remote stretches of coastline in Australia, enjoying the glorious sunsets over the sea. Prior to reaching Broome the temperatures climbed south of the 40°C mark, and Dave noticed automatic transmission fluid under the Defender. An oil leak from the auto gearbox could disable the vehicle and with no local 4x4 garage nearby, this could be a disaster. The oil level seemed normal; maybe the high temperatures and overfull gearbox had resulted in excess oil leaking out through the filler tube? Dave also discovered a leaking fuel tank sender seal; this was easily fixed.



At the end of April they crossed into the Northern Territory and made their way to the northernmost point of their road trip, Katherine, 4000 km since passing Perth.

The next leg was a short 1200 km down to Alice Springs. Here they took time out to wash cloths, stock up on food and everything else civilisation has to offer, as well as the necessary permits for the 4x4 routes that lay ahead of them.

After leaving Alice Springs the plan was to see Ayres Rock, which is just a short 450 km drive away. Pam describes it as an "impressive lump of rock, but highly commercialised".

The most challenging section of their Australian trip, crossing the Simpson Desert, lay ahead. They headed east on the Lasseter Highway followed by the Stuart Highway, camping at various roadhouses along the way. This would be the last tar road they would see for at least a week. Dave also took the opportunity to give the Defender another check over, tightening the trailing arm bolts



A Land Rover, a beach and sunbathing kangaroos what more could you want!
Above: A line-up of Series Land Rovers in Wilmington.



"Over 200 km of tracks they never saw another vehicle"

"The Defender proved more than capable in the dunes"



and the fuel filler cap that had been weeping. He also disconnected the low range sensor from the auto gearbox, which stopped the engine's ECU from reducing power and throttle response at low revs. Dave feels this makes driving the Td5 auto hard work in the sand. Just prior to reaching the Simpson Desert they stopped at the Mount Dare hotel to fix the mandatory sand flag onto the Defender. At 3.5 metres high, it warns oncoming traffic of their presence when crossing the blind crests of sand dunes. This was also the last chance to fill up with fuel – with both tanks full and a jerry can as back up, they had ample juice for the crossing.

For the first part of the Simpson Desert crossing they would follow the French Line to Purine Bore. This track is badly corrugated, causing vibrations, and is best driven in high range without diff lock.

By the end of the first day they had covered 175 km of the 500 km crossing. That night they literally camped in the middle of nowhere. The second day was 129 km of more humps and dunes, but this was the real desert now and the corrugations were long gone. Dave had by now perfected his dune driving technique; he also experimented with tyre pressures. When crossing 400 dunes in a single day you soon get the hang of them.

There are some 1100 dunes along the route, including the infamous Big Red dune, which is some 40 metres high, plus a couple of salt lakes thrown in for good measure. After three days alone in the desert they arrived in Birdsville, where they spent a few days. Pam did her fuel calculations and the Td5 had returned 19.73 mpg (14.32 litres per 100 km) for the desert section, which was better than expected.

From here, the tracks became populated with other travellers, including a 101 Forward Control, a Series III Lightweight and a 6x6 Australian Army Land Rover camper. Still no sign of tar roads, yet they still managed to cover 422 km in a day averaging 70 km/h.

By the end of May they were heading into New South Wales and on their way to Broken Hill, home to the Outback Challenge. Here they spent a few days visiting locations where the Mad Max films were shot.

From here it was a 1500 km easterly trek to the coast; they arrived at Tannum Sands in Queensland on June 3. For the next three weeks they followed the coast south before eventually crossing back into New South Wales and on towards Sydney, where possible using minor surfaced roads and unsurfaced tracks. As they approached Sydney they realised that their time in

Australia was coming to an end. A somewhat depressing thought, Pam and Dave took consolation in the fact that it wouldn't be the end, having made notes en route of the places they would like to come back to.

They arrived back in Sydney on June 25 and spent a few days at a campsite just north of the city. Five days later they took the packed Defender to the shipping agents in Botany Bay; the husband and wife team had completed their Australian Odyssey. They had driven a grand total of 25,167 km in Australia. Later that day they hopped on a plane back to Yorkshire. Their adventure of a lifetime was over.

A month later their Defender arrived in Felixstowe; it started first time and they drove it home. A month later it passed its MoT, no worries. On their return, Pam poured over the fuel consumption figures. The Td5's worst mpg had been 19.73 mpg when crossing the Simpson Desert while the best was 30.72 mpg, with an overall figure for the entire trip of 26.5 mpg. Considering the Td5 Defender had only been returning an average of 24.4 mpg on her daily commute to York without all the extra weight of the gear. This meant that they had made a big saving on their fuel budget – money that can be used for financing their next trip to Australia!

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LET BATTLE COMMENCE!

Muddy tactics are the order of the day as East Anglia's off-roaders get together for a dirty weekend

Story and pictures: Dave Phillips





The county of Norfolk has always had a close association with armed conflict. It was from here that the leader of the Iceni, Queen Boudicca, launched her bloody revolt against Roman rule. The region also bore the brunt of successive waves of warring Danes and Vikings and, many centuries later, produced Britain's most famous warrior of all, Admiral Lord Nelson.

So it should come as no surprise that the county's Breckland Land Rover Club has always had a close association with fields of conflict. The club was formed in 1971 to take part in trials and safaris on the vast acreage of MoD land known as the Stanford Battle Area. Then, when off-roading was banished from there, another famous ex-military ground was enlisted to take its place.

RAF Bircham Newton was built towards the end of the First World War, to accommodate the new Handley Page V1500 bombers, which were designed to rain destruction on Berlin.

Alas for the bombers – but no doubt happily for the occupants of the German capital – the armistice was signed before the airbase was ready. Thus RAF Bircham Newton officially opened late in 1918, just after peace broke out.

But the base was ready for action when the Second World War broke out, in 1939. Given its situation, close to the north-west tip of Norfolk, it was ideal for the aircraft serving Coastal Command, and dozens of squadrons





Left:
Tractor recovery was essential on the infamous mud-run – especially when drivers of non-Solihull metal ventured out of depth



were housed there during the 1939-45 conflict, wreaking havoc on the shipping convoys of Nazi Germany.

Because Coastal Command's aircraft were mainly light bombers and reconnaissance aircraft, at Bircham Newton it wasn't considered necessary to build the concrete runways that were associated with the heavy craft of Bomber Command. Grass air strips were all they needed. As a result, the airfield's days were numbered in the jet age and RAF operations finally ceased there in 1962.

But the decades after WW2 saw a building boom the like of which Britain had never seen, rebuilding bombed-out towns and cities and building thousands of new homes for the baby boomer generation. The construction industry recruited hundreds of thousands of new workers, who all needed training. Thus Bircham Newton was to enjoy a new lease of life as the home of the Construction Industry Training Board.

These days, all sorts of entrants to the construction industry come to Bircham Newton to hone their skills. These include plant, crane and excavation drivers, who daily ply their skills on the 200-plus acres of sandy ground that once formed part of the airfield.

To many, this scarred expanse of disturbed soil is an alien environment akin to the surface of the moon. But to off-roaders this is Paradise on Earth.

Every year, the CITB kindly allows Breckland Land Rover Club to stage its hugely-popular East Anglian Off-Road Show there, allowing the organisers creative licence to create the ultimate off-road course. This includes a mud and water run so treacherous that two tractors work in tandem to extract



the stricken motors and red-faced drivers.

You only have to watch the participants in action to realise that the warring spirit of the people of Norfolk is as real today as it was in the day of the Icenis. They, and their vehicles, are here to fight whatever is in their way.

For the past three years, this event has been supported by *Land Rover Monthly*. This year, for the first time, we introduced an arena and the popular *LRM Driving Challenge*. This event, which first made its debut at last year's Billing Show, is a gentle test of precision driving. Or at least it is supposed to be.

In the hands of the Breckland drivers, it became a highly-competitive race against the clock. Organised by Lynn Twite, co-driver for the challenge was Tim Hammond, whose guidance and patience helped all competitors to negotiate the twisty course. They were driving a standard Defender hard top, supplied by Hunters of Norwich. All entrants received a goody bag donated by Britpart.

Competitors were bantering, egging each other on for faster times. Pride was at stake. The eventual winner in a close battle was Oli Bamforth, followed closely by Jason McCree.

"To off-roaders this is Paradise on Earth"

The weekend also included greenlane runs and, as it was attended by hundreds of campers, there were catering and trade stands, an evening bar and live band.

The event raised over £3000 for two charities: Nelson's Journey, which supports bereaved children in Norfolk; and SAFFA, based at RAF Marham Norfolk, supporting serving and retired servicemen.

Event organiser Danny Wheatley thanked the volunteers, supporters and sponsors who made the event possible, including the CITB, Hunters Land Rover and JSF4x4, as well as Adrian Flux Insurance, UK Power Networks and Emotive Sound and Light. The infamous mud-run was filled courtesy of a Quinto HGV bowser, run by Wroxham Builders, and tractor recovery was by Dewing Garden Services.

"It was a real team effort," said Danny. "A big thanks to the organising team, for pulling things together during the past six months to achieve a great show. Each year we try new ideas and this year's *LRM Driving Challenge* and Saturday evening's live band was a great success. We are already starting to plan next year's event."



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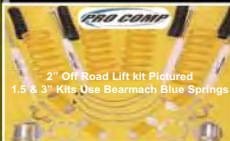
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D1
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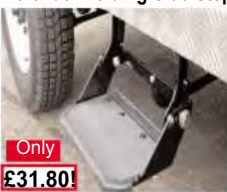
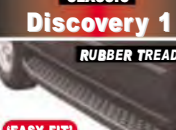
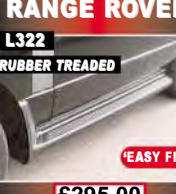
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Style Side Steps

For more product info

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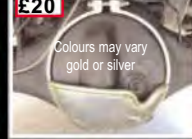
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£242.50

Discovery 1, Discovery 2, Range Rover Classic

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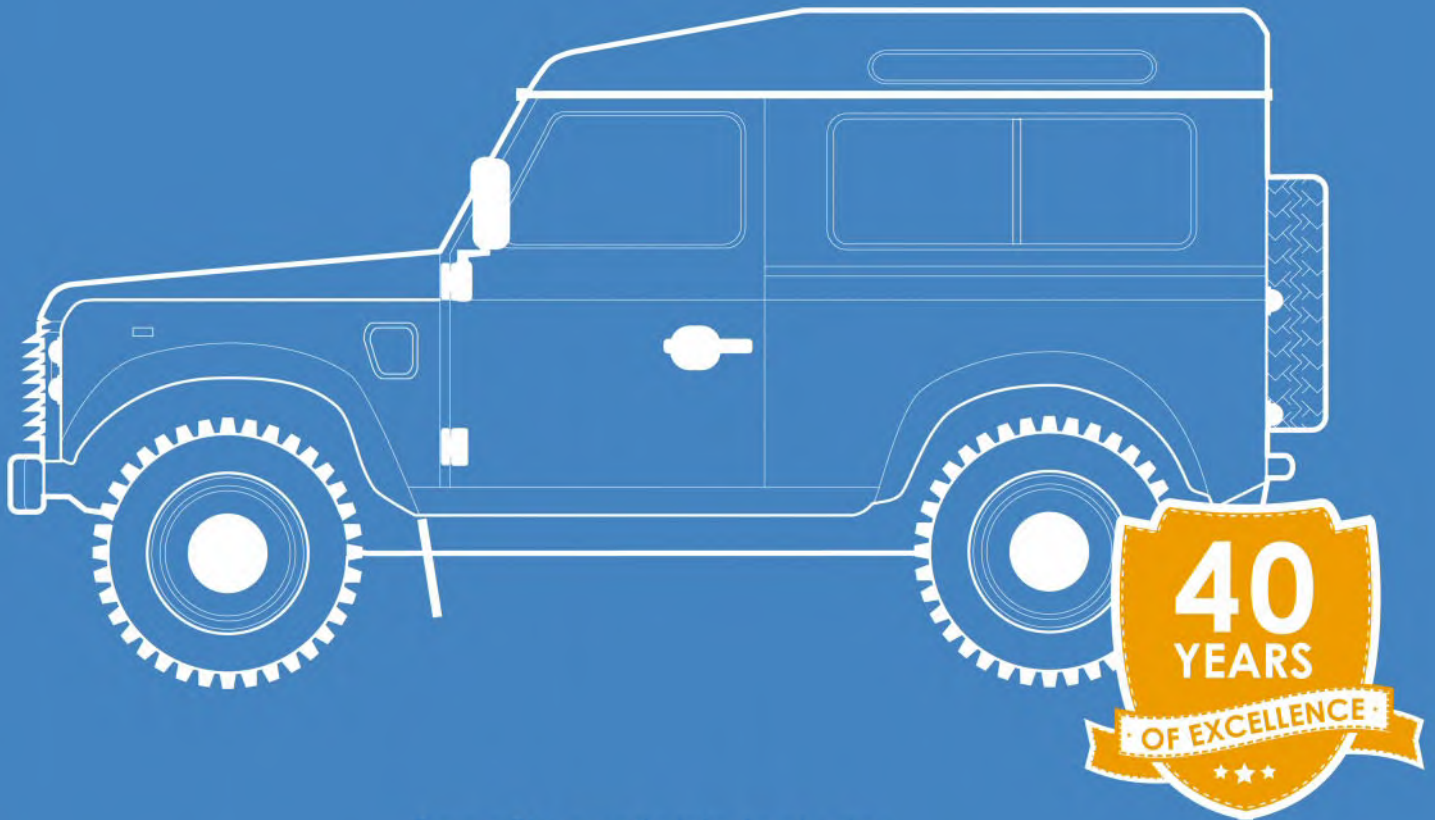
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*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1975 Land Rover 88 2250cc. Value £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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- Sturdy lower shelf
- Durable powder coated finish

Shown fitted with optional 3 drawer unit ONLY
£84.99 Ex.VAT £101.99 Inc.VAT

INCLUDES SINGLE LOCKABLE DRAWER

MODEL	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
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CWB2000B	2000x650x880	£259.98	£311.98

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Clarke **WORKBENCH WITH PEGBOARD**

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

Available in Red or Galvanised Finish

- Dimensions (WxDxH) - 1150 x 560 x 1440 mm
- Pegboard back wall with 30 hooks supplied

FROM ONLY **£54.99** EXC.VAT
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CWB-R1

BALL BEARING ROLLER DRAWERS

Clarke PREMIUM **CHESTS/CABINETS**

BALL BEARING ROLLER DRAWERS

Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

1 **£78.99** EXC.VAT
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2 **£99.98** EXC.VAT
£119.98 INC.VAT

3 **£49.98** EXC.VAT
£59.98 INC.VAT

4 **£169.98** EXC.VAT
£203.98 INC.VAT

EXTRA LARGE BOTTOM DRAWERS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CLB600	6 Dr chest	660x305x365	£78.99	£94.79
2 CLB900	9 Dr chest	660x305x475	£99.98	£119.98
3 CLB200	2 Dr step up	672x310x195	£49.98	£59.98
4 CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
5 CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

5 **£199.98** EXC.VAT
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SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

RUBBER GRIP SIDE HANDLES

GAS STRUTS Hold lid open

1 **£269.98** EXC.VAT
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EXTRA DEEP DRAWERS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

ALSO BLUE / YELLOW / BLACK & GOLD

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

2 **£459.00** EXC.VAT
£550.80 INC.VAT

* Except on CBB231B & CBB230B

‡ was £215.98 inc.VAT

MODEL	SIZE	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
1 CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
2 CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

Clarke

Superb quality & value for automotive workshops

MECHANICS RANGE NOW INCLUDES BALL BEARING ROLLER DRAWERS

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
MECHANICS RANGE				
1 CTC600B	6 Dr chest	600x260x340	£52.99	£63.59
CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
2 CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
3 CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
4 CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
5 CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

‡ was £155.98 inc.VAT

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- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED

BLUE YELLOW BLACK & GOLD

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

MODEL	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
1 CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
2 CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
3 CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
4 CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
5 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

Clarke HD PLUS **TOOL CHESTS/CABINETS**

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

BALL BEARING ROLLER DRAWERS

MODEL	DESCRIPTION	DIMS LxWxH (mm)	EXC.VAT	INC.VAT
1 CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
2 CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
3 CBB300DF	9 Dr chest	975x370x420	£179.98	£215.98
4 CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

PRICE CUT
* **£179.98** EXC.VAT
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FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£229.98	£275.98
FG3050	3	8	£359.00	£430.80
FG4050ES	4.5	11	£469.00	£562.80
FG5100ES	5.5	13	£539.00	£646.80

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900	400A	900A	£49.98	£59.98
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£109.98	£131.98
12/24 1000A@12v 2000A@12v			£129.98	£155.98
500A@24v 1000A@24v				

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£467.98 INC VAT

PRICE CUT

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Produces pure sine wave & stable power, essential for computers & sensitive equipment • Max output: IG1000, 1000w Max output: IG2200, 2200w • 4 stroke engine • Super quiet running (only 640BA at 7M 1/4 load) • Low oil shut down • Ideal for caravanning, & boating etc.

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HANDLES SOLIDS UP TO 30MM DIAMETER

HSEC 650A

*A denotes auto float switch

1 denotes sewage cutter pump

HOSE ALSO AVAILABLE

FROM ONLY **£44.99** EX VAT

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MODEL	MAX FLOW LPM	MAX HEAD	EX VAT	INC VAT
CSV1A*	140	5.8m	£44.99	£53.99
CSV2	236	9m	£99.98	£119.98
CSV2A*	253	10m	£109.98	£131.98
HSEC650A**	290	9.5m	£184.99	£221.99

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- Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing
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- All models featured are fan cooled (except PR090)
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MODEL	MIN-MAX AMPS	EX VAT	INC VAT
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135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£409.00	£490.80
205TE Turbo	30-185	£449.98	£539.98

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- Superb range ideal for DIY, hobby & semi-professional use

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8/250

BIG 2HP 7.5CFM

*Stationary belt driven

± V-twin

MODEL	MOTOR CFM	TANK	EX VAT	INC VAT
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Tiger 7/250	2hp	7	£89.98	£107.98
Tiger 11/250	2.5hp	9.5	£119.98	£143.98
Tiger 8/510	2hp	7.5	£129.98	£155.98
Tiger 11/510	2.5hp	9.5	£149.98	£179.98
Tiger 16/510	3hp	14.5	£219.98	£263.98
Tiger 16/1010	3hp	14.5	£269.98	£323.98

Clarke ANGLE GRINDERS

FROM ONLY **£19.98** EX VAT

£23.98 INC VAT

CAG800

INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EX VAT	INC VAT
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CON1050	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98

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Drill not included

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CFC100	1 ton folding	£149.98	£179.98
CFC1000LR	1 ton long reach	£189.98	£227.98

- Folding and fixed frames available
- Robust, rugged construction
- Overload safety valve
- Fully tested to proof load

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- Activates instantly when Arc is struck
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Clarke 24V CORDLESS IMPACT WRENCH

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 2x 24V Ni-Cd Batteries & 1 hour battery charger

CIR220

HEAVY DUTY

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MODELS	MAX TORQUE	EX VAT	INC VAT
Cordless CEW1000	450Nm	£56.99	£68.39
Cordless CIR450	450Nm	£119.98	£143.98

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6.9kW

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- Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors
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MODEL	CAPACITY	EX VAT	INC VAT
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CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

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Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98
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PLS260N	3625psi	13	£569.00	£682.80

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- Detergent applicator for extra cleaning power

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JS1900	2000w	1957psi	£79.98	£95.98
JET8000	2400w	2610psi	£134.99	£161.99
JET9000	2600w	2900psi	£159.98	£191.98

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BC130C	15/120		£61.99	£74.39
BC190	38/180		£89.98	£107.98
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JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	SADDLE HEIGHT	EX VAT	INC VAT
CTJ30000L	Quick Lift	195-520	£44.99	£53.99
CTJ300L	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke HYDRAULIC BOTTLE JACKS

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MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Solid in pairs

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MODEL	TONS	HEIGHT	EX VAT	INC VAT
CAX-3TBC	3	300-430mm	£18.49	£22.19
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SSC1000

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DERBY Derwent St, DE1 2ED	01302 245 999	MANCHESTER CENTRAL* 209 Bury New Road M8 8DU	0161 241 1851	WOLVERHAMPTON Parkfield Rd, Bilston	01905 723451
DONCASTER Wheatley Hall Road	01382 225 140	MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8376	Worcester 48a Upper Tything, WR1 1JZ	
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EDINBURGH 163-171 Piersfield Terrace					

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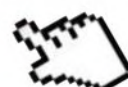
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zinc plated for
ultimate protection
With removable
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£114

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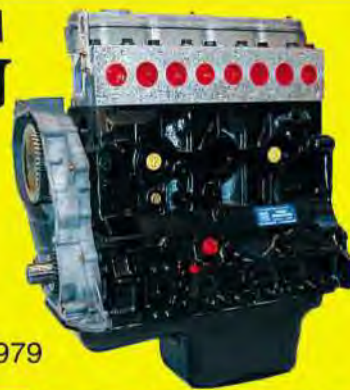
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UPCOMING EVENTS

WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

JULY 22-26

The War and Peace Revival show
Olkestone Racecourse, Kent
www.thewarandpeacefestival.co.uk

JULY 24

Spain - Baja Aragon
FIA World Cup for
Cross-Country Rallies
www.fia.com

JULY 24-26

Land Rover Series 2 Club
New Forest & Solent Area
Camping Weekend, Wilts
www.series2club.co.uk

JULY 24-26

Nottingham Land Rover Club
Off-road Weekend
Holymoorside, Chesterfield
www.nottslrc.co.uk

JULY 24-26

Warwickshire & West Midlands
Land Rover Club, Club Event

Coney Green, Worcestershire
www.wmlrc.com

JULY 25-26

British Cross Country
Championship, Comp Safari
Radnor, Mid Wales
www.marches4x4.com

JULY 25-26

Cornwall & Devon LRC
JTV/Tyro & RTV Trial
Bush Farm, Saltash
www.cdllrc.com

JULY 25-26

Dorset Land Rover Club
Weekend Event
<http://dorsetrover.co.uk>

JULY 25-26

Essex Land Rover Club
Tyro, RTC & CCV Trial
Braughing
www.elrc.info

JULY 25-26

Lincolnshire LRC

CCV, Tyro, RTV & Ladies Trial
South Elkington, Lincs
www.llrc.co.uk

JULY 25-26

Suffolk Land Rover Club
Training and Driving Day
Newbourne, Suffolk
www.slroc.co.uk

JULY 25-AUGUST 8

Midland Rover Owners Club
Holiday Rally Camping
and Caravans
www.mroc.co.uk

JULY 26

Anglian Rover Owners Club
RTV & CCV Trial
Quainton, Aylesbury
www.arocoffroad.co.uk/

JULY 26

Buchan Off Road Drivers Club
CCV Trial
www.bordc.co.uk

JULY 26

Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

JULY 26

Humberside Land Rover Club
RTV Trial
Robin Hoods Bay, North Yorks
www.humbersidelandroverclub.com

JULY 26

Isle of Man Four Wheel Drive
Mylcheest Challenge Event
www.4x4.im

JULY 26

Mud Monsters Challenge Events
Winch Challenge Round 3
Tixover, Rutland
www.mud-monsters.co.uk

JULY 26

Northern Ireland LR Club
Greenland Run
www.landover-club.com

JULY 26

David Mitchell's Landcraft 4x4
Snowdonia Adventure Plus Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

JULY 26

Devils Pit

Pay and Play Day
Barton-le-Clay, Bedfordshire
www.devilspit.co.uk

JULY 26

John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

JULY 26

21st Ripon Classic Car Gathering
Ripon Race Course, North Yorks
www.riponclassiccargathering.org

JULY 28-15 AUGUST

Iceland - Landtreks
Explorer Iceland
www.landtreks.com

JULY 30-AUGUST 2

USA - The Muddy Chef
3-day off-roading, GPS
navigation & cooking challenge
Lime Rock Park, Lakeville, CT
www.muddychef.com

JULY 31-2 AUGUST

Billing Land Rover Fest
Billing Auquadrone, Northants
www.billinglandroverfest.co.uk

JULY 31-2 AUGUST

CLA Game Fair
Harewood House, Leeds
www.gamefair.co.uk

AUGUST 1-2

Nottingham Land Rover Club
Club Event
Cromford, Derbyshire
www.nottslrc.co.uk

AUGUST 1-2

Southern Rover Owners Club
2-day Team CCV Trial, Broadoak
www.sroc.co.uk

AUGUST 1-2

J33P
Summer Extravaganza
Walters Arena, Glen Neath,
south Wales
<http://j33p.org>

AUGUST 1-2

UK Landover Events
Wiltshire Weekend Tour
www.uklandoverevents.com

AUGUST 1-8



BILLING JULY 31-AUGUST 2

It's Billing's 25th birthday bash. To mark this special anniversary the organisers have a special show planned. In addition to the normal host of trade and club stands, Land Rover will be exhibiting their latest models on an exciting stand that they're working on to celebrate the occasion. If you want to be part of the most incredible Land Rover experience on the planet make sure you turn up. Advance camping, weekend and day tickets can be booked online at the event's website, where you'll also find a list of exhibitors and what's on.
www.billinglandroverfest.co.uk

SIMPLY LAND ROVER AUGUST 9

Beaulieu Park, set in the New Forest National Park in Hampshire, will be hosting it's now annual Simply Land Rover Rally, on August 9. Entry is from 09.30am with breakfast available on site. Along with the hundreds of Land Rovers and clubs on display, visitors will have the opportunity to drive their own Land Rover or book a drive or ride in one of the Land Rover Experience vehicles on Beaulieu's own off-road forest drive. And if Land Rovers get too much for you then the National Motor Museum and the Palace House, Abbey and grounds are open. Full details can be found on the website, and tickets can be purchased in advance online or on arrival. Alternatively give them a ring.

Tel: 01590 614614 Web: www.beaulieu.co.uk/beaulieu-events/club-rally/simply-land-rover



Series 3 & 90/110 Owners Club
Summer Holiday Rally
Axbridge, Somerset
www.thelandroverclub.co.uk

AUGUST 1
Rufforth Autojumble
Rufforth Park, near York
www.rufforthautojumble.com

AUGUST 2
Isle of Wight 4x4 Club
RTV & Modified Trial
Ningwood Hill, IOW
www.iow4x4club.co.uk

AUGUST 2
Muddy Millers 4x4 Club
www.muddymillers.net

AUGUST 2
Solent and District LRC
Greenlane trip
www.sadlrc.co.uk

AUGUST 2
Southern Counties Off Road Club
Trial, West Harptree
www.scor4x4.co.uk

AUGUST 2
Staffordshire and Shropshire LRC
Comp Safari
Green Hall, Staffs
www.saslrc.co.uk

AUGUST 2
Viking Four Wheel Drive Club
LRS Challenge Round 4
Deep Scar, Kettering
www.viking4x4club.com

AUGUST 2
Bala 4x4
Pay and Play Day

Bala, North Wales
www.bala4x4.co.uk

AUGUST 2
Kielder 4x4 Safari
Kielder, Northumberland
www.kielder4x4safari.co.uk

AUGUST 2
Muddy Bottom 4x4
Pay and Play Day
Minstead Manor Estate, near Lyndhurst
www.muddybottom4x4.com

AUGUST 2
Piccadilly Woods 4x4
4x4 Fun Day
Bonley, East Sussex
www.piccadillywood4x4.co.uk

AUGUST 2
Lytham Hall Classic Car & Motorcycle Show
Lytham St Annes, Lancs
www.lythamhall.co.uk



markwoodwardclassicevents.com

AUGUST 4-11
Romania - 4x4 Zone Tour
Transylvania
www.4x4zone.co.uk

AUGUST 6-9
The Land Rover Series Two Club
National Rally
Fakenham Racecourse
www.series2club.co.uk

AUGUST 7-9
USA - Minnesota Land Rovers
Annual picnic and family camping at Gilbert OHV Park Iron Range, Minnesota
www.mnlandrovers.org

AUGUST 7-9
43rd Annual Purbeck Rally
Transport and Autojumble Rally Wareham, Dorset
www.purbeckrally.co.uk

AUGUST 8-22
Alps - Atlas Overland
Classic Tour
Tel: 07834 637355
www.atlasoverland.com

AUGUST 8-9
North East ROC
CCV & RTV Trial
Rothbury, Northumberland
www.nero.org.uk

AUGUST 8-9
Waypoint Tours
Wiltshire Weekend 4x4
Guided Tour
www.waypoint-tours.com
www.ecurieorthezbearn.fr/ecurie/tag/4x4/

AUGUST 8-9
France - Rallye 4x4
Orthez Bearn, Orthez, France
www.ecurieorthezbearn.fr

AUGUST 8
Loughborough Land Rover Club
Lanning
www.loughboroughlrc.co.uk

AUGUST 8
Northern Ireland LR Club
Skills Assessment Event
www.landrover-club.com

AUGUST 9
All Wheel Drive Club

Trial
Binegar, Shepton Mallet
www.allwheeldriveclub.net

AUGUST 9
All Wheel Drive Club
Comp Safari, Ilfracombe
www.allwheeldriveclub.net

AUGUST 9
Anglian Landrover Club
CCV Trial, Sewell
www.anglianlrc.co.uk

AUGUST 9
Breckland Land Rover Club
Tyro Trial
Trimingham, Norfolk
www.brecklandlrc.com

AUGUST 9
Chilton Vale LRC
Trial, Sewell
www.cvlrc.co.uk

AUGUST 9
Northern Ireland LR Club
Skills Assessment Event
www.landrover-club.com

AUGUST 9
Pennine Land Rover Club
CCV & RTV Trial
Mow Cop, Staffs
www.penninelandrover.co.uk

AUGUST 9
Somerset & Wiltshire LRC
CCV/RTV Trial, Goosemoor
www.somersetandwiltshirelrc.co.uk

AUGUST 9
Staffordshire and Shropshire
CCV Trial, Middleton
www.saslrc.co.uk

AUGUST 9
Simply Land Rover
Land Rover Gathering
Beaulieu, Hampshire
www.beaulieu.co.uk/beaulieu-events/club-rally/simply-land-rover

AUGUST 9
4x4 Without a Club
4x4 Day
Harbour Hill, Aldermaston
www.4x4-withoutaclub.co.uk

AUGUST 9

MID WALES ADVENTURE TOUR AUGUST 23-24

4x4 Adventure Tours are organising a Mid Wales Explorer weekend centred in the Rhayader area. The guided tour explores the myriad of lanes that exist with the research and knowledge of an experienced guide. The routes average 50 to 60 miles and usually entail six to seven hours of driving. 4x4 Adventure Tours adheres to the GLASS code of conduct and the Couttryside Code, all routes are passable with care by standard vehicles. For full details and information on how to book check the company's website or call: 0776 9336099. Web: www.4x4adventuretours.co.uk



David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

AUGUST 9

John Morgan 4x4 Driving
4x4 Owners Day
Boxgrove Quarry, West Sussex
www.4x4driving.co.uk

AUGUST 9

UK Landrover Events
Tynedale Tour
www.uklandroverevents.com

AUGUST 11-19

Montenegro - 4x4 Zone Tour
www.4x4zone.co.uk

AUGUST 13

Hungary - Hungarian Baja
FIA World Cup for
Cross-Country Rallies
www.fia.com

AUGUST 13-16

Wilderness Gathering
West Knoyle, Wiltshire
www.wildernessgathering.co.uk

AUGUST 14

UK Landrover Events
Yorkshire Dales Tour
www.uklandroverevents.com

AUGUST 15-16

Beds, Herts & Cambs LRC
Trial Tixover
www.bhclrc.org

AUGUST 15-16

Midland Rover Owners Club
Pay and Play Day, Wagtail
www.mroc.co.uk

AUGUST 15-16

Peak & Dukeries LRC
CCV, Tyro & RTV Trial
Norwood Lodge
www.panddlrc.co.uk

AUGUST 15-16

Wye & Welsh LRC
Club Event
Clyro Court, Herefordshire
www.wwlrc.co.uk

AUGUST 16

Cornwall & Devon LRC
Comp Safari, Liskeard, Cornwall
www.cdllrc.com

AUGUST 16

North Somerset LR Club,
Laning Trip, South Wales
www.nslrc.org

AUGUST 16

Shetland Land Rover Club
RTV Trial, Sandy Lock, Lerwick
www.shetlandlrc.org.uk

AUGUST 16

Explore Off-Road
Pay and Play Day
Silverdale, Staffs
<http://exploreoffroad.wix.com>

LEAFERS AT T'PIT AUGUST 29 - 31



The Leafers at t'Pit, organised by members of the Seriously Series Land Rover Forum, has become a regular feature at the National Coalmining Museum, near Wakefield. The event, which is open to any leaf sprung Land Rovers, takes place over the weekend of August 29 to 31. Attractions include vehicle line-up, traders and autojumblers. To display your leaf sprung Land Rover simply turn up on the day and pay at the gate. All proceeds go to the National Coalmining museum charity, and last year the event raised over £1300. Camping space for exhibitors only is limited and must be booked in advance. Details and booking forms can be found on the event's website.

Web: www.leafersatpit.org.uk

AUGUST 16

Muddy Bottom 4x4
Pay and Play Day
Minstead Manor Estate
www.muddybottom4x4.com

AUGUST 16

Parkwood Off Road Centre
4x4 Play Day, Tong, Bradford
www.parkwood4x4.co.uk

AUGUST 16

UK Landrover Events
Durham Dales Tour
www.uklandroverevents.com

AUGUST 16

Rady Castle Classic Vehicle Show
Staindrop, Co Durham
www.markwoodwardclassicevents.com

AUGUST 17-26

France / Italy - Waypoint Tours

French and Italian Alps
4x4 Guided Tour
Val d'Isere, France
www.waypoint-tours.com

AUGUST 18-21

Solent and District LRC
Greenlane Trip, Wales
www.sadlrc.co.uk

AUGUST 22

Northern Ireland LR Club
Forest Run, Slemish
www.landrover-club.com

AUGUST 22-23

Solent and District LRC
Off-road Weekend, Wales
www.sadlrc.co.uk

AUGUST 22-23

Wye & Welsh LRC
Club Event
Clyro Court, Herefordshire
www.wwlrc.co.uk



ECKINGTON INTERCLUB AUGUST 29 - 31

The Peak & Dukeries Land Rover Club's annual August Bank Holiday interclub event 'Eckington' has gained a good reputation over the years and for many, especially northern clubs, it's become the Interclub to go to. The event takes place over the August Bank holiday weekend at Hundall near Eckington in north Derbyshire and opens on Friday, followed by the CCV and Tyro Trial on Saturday, RTV and Tyro Trial on Sunday and a comp safari with the comp safari at night continuing on the Monday. All ALRC clubs are invited and booking forms can be downloaded from the P&D website. Web: www.panddlrc.co.uk

AUGUST 23

Buchan Off Road Drivers Club
CCV Trial, Longside
www.bordc.co.uk

AUGUST 23

Dorset Land Rover Club
RTV Trial
<http://dorsetrover.co.uk>

AUGUST 23

David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

AUGUST 23

Devils Pit
Pay and Play Day
Barton-le-Clay, Bedfordshire
www.devilspit.co.uk

AUGUST 23

John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

AUGUST 23-24

4x4 Adventure Tours
Mid Wales Explorer Weekend
Rhayader area, mid Wales
Tel: 0776 9336099.
www.4x4adventuretours.co.uk

AUGUST 26-30

France - Foire de trout Terrain de Valloire
Vallorie, France
www.jacques-besse-organisation.com

AUGUST 26-SEPT 1

Spain - Landtreks
Pyrenean Explorer
France, Spain, Andorra
www.landtreks.com

AUGUST 26-SEPT 2

France - Yorkshire 4x4 Specialists
4x4 Tour Alps and
Valloire 4x4 Show
Tel: 01757 638479. www.yorkshire4x4specialists.com

AUGUST 27

Poland - Baja Poland
FIA World Cup for
Cross-Country Rallies
www.fia.com

AUGUST 28-30

USA - 3rd Annual Warrior Salute
off road competition, Rocky
Mountain Terrian Park, Maine
www.mainewarriorsalute.com

AUGUST 29-31

Leafers at t'Pit
Leaf Spring Land Rover
Gathering National Coal Mine
Museum, near Wakefield
www.leafersatpit.org.uk

AUGUST 29-3

Peak & Dukeries LRC
CCV & RTV Trial, Comp Safari
Eckington, Derbyshire
www.panddlrc.co.uk

STAFFS &
SHROPSHIRE
LR CLUBMAYDAY
MAYDAY

Staffs & Shrops interclub fun

Story: Ann Cooper and Steve Blakeman

Pictures: Ian Horseman



The 2015 season kicked off as it always does for Staffordshire & Shropshire Land Rover Club, with the annual May Day Interclub held at Baden Hall, near Eccleshall for Staffs & Shrops members as well as other clubs throughout the country. The weekend started with the normal catching up with old and new friends in the beer tent on Friday night. With over 100 camping units on the site, this has become a real family event with loads of activities to keep everyone busy. The event includes a Tyro trial on the Sunday, a perfect introduction to our sport for complete novices and underage drivers. This non-damaging trial event that can be driven in showroom motors by drivers aged 13 and over.

It all kicked off on Saturday with the RTV Trial and a CCV Trial on Sunday. The final event on Bank Holiday Monday was the Open Comp Safari. After the long winter break, including blood, sweat and tears shed on rebuilds and the creation of new motors, Baden Hall saw a full entry of 60 cars competing from various clubs. The plan was to do six laps of a 4.1-mile course, which incorporated a variety of challenges for the drivers including tarmac straights, woodland tracks, a water splash, some open fields and a new ridgeway section.

With the first runs underway, it was clear to see that it would be a few of the familiar names at the top of the class one time sheets, with Peter Roberts putting in a blistering opening lap time of 8 minutes 28 seconds. This was over 20 seconds faster than the opening laps of Kevin Stubbs and Stuart Winter, who would both remain his closest competition throughout the day. Behind these three drivers, a remarkable seven seconds covered the next four drivers of Rob Skone, Wyn Williams, Tim Philpott and Colin Davies.

The end of run one saw five retirements, with the most spectacular being Lee Scally, who decided to cover the whole site in a smoke screen. Laps two and three saw the top three

drivers all lower their lap times considerably to just under eight minutes each, with only a small margin covering them on their runs. The top three positions remained the same as Peter Roberts edged his two rivals on each run.

By laps four and five, the drivers were really hitting their stride and pushing the limits of their cars, with the same three drivers topping the time sheets. This left the top three unchanged from the first run of the day, with Peter Roberts staying in first place, a position he had held since the opening run, and Kevin Stubbs in second.

In class two, Dave Hooper and Jim Roberts continued to push on the remaining two laps, each taking 40 seconds off Ken Powell, who had settled into a no-risk mentality at the top of the leader board. Despite these massive gains, Ken won class two by a relatively comfortable margin of 20 seconds from Dave and Jim respectively. Special mention must go to Ian Chiles though, who put in some mega laps, quickest in class on the four runs he completed. He would've surely challenged a top six overall finish as well as class honours if he completed more laps.

To demonstrate the rewards of never giving up, you have to look no further than class three. Going into the final run John Walters and Steve

Strutt were leading thanks to quick times on their fourth run. Nicely placed behind them was Keith Lynam who put in his fastest lap of the event, and following problems for Steve and John, he managed to finish first in class. Lap four settled the honours in class four as Paul Mansfield recorded a maximum, leaving Wendy to coast home in first place. Second in class went to John Hewitson and third went to the Steve Ham in the pink machine! Class five honours went to Andy 'Fly' Bayliss in first, with Paul Gilbert in second, whilst class six honours went to James Harris in his standard 90.

Full results for the exciting May Day Interclub can be found at www.saslr.co.uk/may_day_interclub



STAFFORDSHIRE AND SHROPSHIRE

THE STAFFS & Shrops, or as it's known to many, S&S, was founded back in 1964, meaning the club has just passed its 50 year anniversary.

The club held its first event, a trial in 1965 at Ford in Shropshire, a site it still holds events at today. The club is a member of the Association of Land Rover clubs (ALRC) and holds events under the ALRC rules. They also hold

open events a couple of times a year that non-ALRC clubs and non-Land Rover can enter. Their May Day Bank Holiday Interclub being one such event

The club also runs Tyro, RTV and CCV Trials throughout the year as well as Comp Safaris. They also organise camping, caravan and greenlaning weekends. To find out more go their website: www.saslr.co.uk.





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TOW BUSINESS

Every Land Rover comes with inherent towing ability. Here's how to make the most of it...

Story: Vince Cobley and Dave Phillips





The 4x4 is the vehicle of choice for drivers who regularly tow trailers or caravans. It's no coincidence that the versatile Discovery regularly picks up every towing award going, but all models are excellent for the task. Farmers, builders, caravan owners, horse owners, off-road triallers... in fact anybody who needs to attach a heavy load to the tow hitch loves the Land Rover.

The low-down torque, off-road ability and sheer physical bulk makes the Land Rover ideal if you want to tow a trailer, caravan or horsebox. The low-down torque means that even heavy loads can be got moving easily, while the off-road ability means you're not going to get caught out by slippery grass and muddy gateways. The physical bulk – in other words the overall gross vehicle weight – is vital when it comes to towing large loads. Larger 4x4s can legally tow a 3500kg braked trailer. Put simply, the heavier the tow vehicle, the heavier the load you're allowed to tow – and Land Rovers are very heavy vehicles.

What's more, heavy 4x4s are not skittish on the highway, which is extremely important when you are towing.

Some 4x4s are supplied new with tow bar and associated electrics. Even those that don't come with a tow bar as standard have an optional tow pack, which many owners opt for. If you do decide to fit a tow bar yourself, make sure it is bolted to the correct points on

the chassis and that the bolts are tightened to the manufacturer's recommended torque settings. Get an auto electrician to either do or check the electrics.

How to tow a trailer or caravan

To hitch your trailer to your Land Rover set the jockey wheel so that the coupling head of the trailer is about an inch higher than the tow ball. Unless you have reversing cameras – which many modern Land Rovers do – you'll need an assistant to help guide you into position.

With the trailer handbrake on, reverse until the coupling head is immediately above the tow ball, then lower the jockey wheel until there is an audible click as the locking mechanism engages. Modern Land Rovers have Towball Assist where cameras guide you

to the correct position.

When you lower the coupling head on to the ball, you should hear an audible click when it engages. It is important that you check it has engaged properly – jack up the jockey wheel to check if you're not sure.

The safety cable – also known as the breakaway cable – will activate the trailer's brakes in the event of the tow hitch failing. It is important that this is securely fixed to the correct point on your vehicle.

The electrical socket is vulnerable to off-road abuse. Spray it with an electrical contact spray (or WD40, if pushed) and protect it when wading or driving in deep mud by covering with a plastic bag secured with duct tape.

The maximum authorised mass – commonly known as the maximum kerbside weight – is clearly stated on the trailer's VIN plate. Never exceed these figures – to do so is both dangerous and illegal.

But before you go towing, check you are legal. If you passed your driving test before January 1, 1997, you can drive a vehicle and trailer with a combined weight of up to 8.25 tonnes. If not, you will have to take a special test.

Also remember the maximum speed limits for towing: 60mph on dual carriageways and motorways, 50mph on other roads

Trailer and caravan theft is rife. To deter would-be thieves, it is worthwhile having its





“If you do a lot of towing off-road you may wish to fit a Nato-style tow hitch”

This page:
Laser cutting your trailer's identification number into the chassis deters thieves



identification number laser cut into the chassis. VIN plates can be swapped, but it would be hard to get rid of this!

Towing off-road

The Land Rover's reputation for towing is well deserved, but not even a good 4x4 can prevent you getting stuck if you attempt to tow a heavy trailer or caravan across soft ground. It's something that traps the unwary all the time. Dad towing the horsebox for his daughter's gymkhana drives onto what looks like an innocuous grass field only for the wheels of the horse box to sink to their axles on a soft bit of ground.

It catches out the experienced enthusiasts, too. A few years back at the Billing Show a downpour turned the grassy fields into a quagmire, with some owners having to winch their heavily-laden vehicles and caravans off the soggy site at the end of the weekend!

So you can see that towing a heavy trailer or caravan off-road does have its pitfalls. The biggest problem is that the laden trailer often weighs more than the 4x4 itself, yet it has poorer ground clearance (due to the need to keep the centre of gravity as low as possible) and narrow tyres on the axles, which will dig in deeper than the tyres on your vehicle.

This means that places where you'd be able to drive without a problem in your Land Rover will see you stuck when you attempt to pull a heavy trailer through. The resistance of a

trailer sinking into soft ground, where its chassis can act like an anchor, will be enough to see your Land Rover grind to a halt, too.

And your problems don't end there. The standard tow ball is not designed for extreme angles between the vehicle and trailer, neither laterally nor horizontally. This means that a heavily-potholed track can cause real problems, as can abrupt undulations in the surface you're driving over. In the worst-case scenario, the forces generated can even break your tow bar or damage the trailer neck.

If you do a lot of towing off-road, or you decide to take your vehicle and trailer into extreme off-road situations – perhaps on an overland expedition across Africa, for example – you may wish to fit a Nato-style tow hitch. Developed by the military, it allows articulation both up and down and from side to side across all types of terrain without risk of failure, but if you don't want to swap tow hitches be very careful in how you drive on uneven surfaces and on slopes.

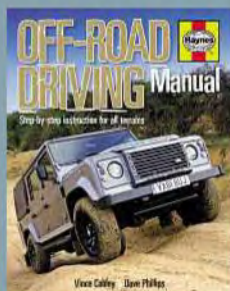
The uneven surfaces you are likely to drive off-road will also have an impact upon what you're carrying. Everything should be lashed down or secured – in the case of a vehicle on a trailer with very strong straps to prevent it from moving around. In a caravan, everything breakable should be stowed away carefully.

Happily, it is possible to tow heavy trailers off-road without coming to grief. As usual, it takes a bit of preparation and some thought on





SPECIAL LRM READER OFFER



THIS FEATURE is an extract from the *Haynes Off-Road Driving Manual*, by off-road pro driver Vince Cobley and LRM editor

Dave Phillips.

The RRP is £25, but *LRM* readers can buy it at the special price of £20. To take advantage of this special offer please telephone The Book Service on 01206 256101, quoting LRM15.



the part of the driver.

As in all off-road situations, always carry a recovery kit that includes a strong tow rope, shackles and shovel. If you know it is going to be wet, some sort of tracking, like sand mats, will help. Ensure that the rope and shackles are rated high enough to pull eight tonnes, which is what you'll need if a bogged-down Land Rover and laden trailer need to be extracted. Make sure the recovery points on your Land Rover, and the vehicle recovering it, are also up to the job. If the combined weight is too much then think about unhitching the trailer and pull the vehicle and trailer out independently.

One solution to driving soft ground in a Land Rover is to lower your tyre pressures to create a bigger footprint and increase the area of rubber in contact with the ground. But under no circumstances lower the tyre pressures on your trailer wheels. They are of a different design and can easily be twisted off the rims under load if you attempt this. And remember to blow your tyres up to the recommended pressure before going on the road.

If in doubt, get out of your vehicle and assess the situation on foot. This particularly applies around field gateways, which get a lot of traffic and may be muddier than the rest of the field.

If possible, choose a route where the ground is firm and even. Of course, if it is a gateway there is probably no alternative but to drive through it, but before you do so, think about reducing the weight of the load on the trailer. This may sound obvious, but if there are two horses in the horsebox, why not get them out and walk them through the difficult patch?

If possible, get another driver to help. Two vehicles should give you enough power to get out of trouble, but again make sure your recovery points and equipment are up to it. You should pull each others' trailers or caravans, one at a time.

In all off-road situations, select low gearbox and diff lock where fitted, as well as other traction devices your vehicle may have. On modern Land Rovers, choose the appropriate setting on the Terrain Response dial, and the comparative setting on other manufacturers vehicles. Aim to drive in second or third gear and don't attempt to change gear on the move. The mere act of dipping the clutch will probably be enough to see you grind to a halt... and then you'll have real problems getting moving again. But slipping the clutch gently to feed in the power initially is acceptable.

At all times try to keep your outfit as straight as possible. Attempting tight turns will increase resistance and could get you stuck. If you do get stuck, remember, don't spin the wheels. Stop, gently reverse and try again at a less tight angle.

Weather plays a big part on the difficulties you're likely to encounter. Heavy rain can turn an otherwise innocuous grass field into a slippery ice rink once it gets wet. And don't forget that British weather can – and does – change! It is very easy to park up in glorious sunshine on a dry field and return in the afternoon to encounter a soggy field. So always park on good, level ground and keep an eye on the weather.

There is no magic answer to stop you getting stuck when you tow your trailer or caravan off-road. But a little preparation and thought should prevent you getting into a situation where it could happen.

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JUST A QUICKIE

Up the Goodwood hill in the Range Rover Sport SVR

Some might argue that word speed and Land Rover do not belong in the same sentence. Yet here I am at the Goodwood Festival of Speed as a guest of Jaguar Land Rover (JLR). Some call it the biggest automotive garden party in the world where fans can get up close and personal to their automotive heroes. For fans of the Green Oval badge there is much to see and do at the JLR stand.

The most luxurious Range Rover model ever produced, the SVAutobiography is on display in the UK for the first time. Chas Hallett, the Head of Communications at Special Vehicle Operations (SVO), the creators of this megabucks Range Rover, takes me on a walk around the SVAutobiography. "The SVAutobiography badge has been reserved for only the most luxurious Land Rover or Jaguar

product. What we have done here is push the boundaries of the detailing and taken it to a whole new level of luxury. As for mechanical differences, it has the most powerful petrol engine available, the same 5.0-litre supercharged engine found in the F-Type Jaguar and Range Rover Sport," explains Chris. Also on display are the 2016YM Range Rover Evoque and Discovery Sport models, but my favourite is the recently built 2,000,000th Defender. It will be auctioned in December for charity and don't be surprised if it becomes the most expensive Defender ever.

I have my now almost two-year-old son Isaac with me and take him to watch the remote controlled Land Rovers. He is too young to partake himself and I have to stop him from trying to pick up the little cars. Some might think that the FOS is only for men and petrolheads but I found loads of things to keep little Isaac

entertained, from a pool filled with plastic balls to a mini kid-friendly race circuit. This all tired him out so when he took his afternoon nap I was able to enjoy the festival in peace.

The highlight of my day was undoubtedly riding shotgun up the famous Goodwood Hill in the Range Rover Sport SVR, another SVO creation. JLR engineer and general nice guy Simon Mawdsley was the driver, but what they failed to tell me beforehand was that he used to be a racing driver. The SVR does two climbs a day and when inactive stands proudly in the Michelin Super Car paddock alongside some of the best from car makers such as Porsche, Ferrari and Ford. The general public also had access to the paddock and it does seem a little crazy to see a Land Rover standing alongside a 911 and a Mustang GT350R. But the Range Rover Sport SVR is no ordinary Land Rover; this V8 beast can go

**ALISDAIR CUSICK**

Al has to call the A-Team after a MoT failure

**PATRICK CRUYWAGEN**

Simon Mawdsley scares Patrick in a Range Rover Sport SVR

**TREVOR CUTHBERT**

Has his Defender 90 hijacked for the uni hols by his daughter

**TIM HAMMOND**

Heads off on another Range Rover rescue mission




PATRICK CRUYWAGEN
FEATURES EDITOR

DISCOVERY 2 GS

YEAR: 2001 **MILEAGE:** 120 000
ENGINE: Td5 **POWER:** 136 bhp
TORQUE: 232 lb-ft **MPG:** 28

1. A rather serious-looking pavement
2. The remote Defenders were just as capable as the real thing
3. Starting price for the SVAutobiography is £148,900
4. Isaac looking fearless and in control

“I felt like the King of England even if it did last for less than a minute”



from 0-60 mph in 4.5 seconds.

When you're doing a timed hill climb just over a mile long, then you have to be very quick out of the blocks. With about twenty minutes to go before our climb the marshals ask the general public to clear the paddock. The time had come for the super cars to start their engines and me to put on my helmet. It's like being at the Mr Universe competition except instead of everyone flexing their muscles the drivers flatten the accelerator pedals. As we are still stationary, bark is more important than bite and the SVR has plenty of that. This is thanks to the electrically controlled two-stage active exhaust button; it opens and closes the exhaust flaps. It's like having a volume control button for the sound that the SVR produces. It's like no other Land Rover I have ever heard. With the push of a button you go from sounding like a regular RRS to something that would not sound out of place in F1.

Lining up just in front of us was Andy Green, the current holder of the land speed record; he was in the £300,000 one-off Jaguar XJ Bloodhound SSC. I would later find out that he crashed it the following day.



Now I could lie and describe in great detail what the climb was like, but it was over in less than a minute. I spent that whole time just holding on for dear life while the packed stands went past in a blur.

Two things stand out for me from the climb. Simon is one very skillful driver and we literally flew up the hill, I forgot to look at what speed we were doing. In fact, we caught the Jaguar XJ Bloodhound SSC. That certainly says something. Simon was able to quickly move up through the gears thanks to the precise fuel cut-offs. Is there another Land Rover out there with quicker transmission shift times? I don't think so.

The second thing was that at one stage we seemed to be heading directly for a wall, we thankfully missed it of course. That is because you can throw this SVR around like a go-cart thanks to the uprated suspension and firming bushings. I have jumped out of planes and off bridges, but that was nothing compared to going up the Goodwood hill on a sunny afternoon in the Range Rover Sport SVR. I felt like the King of England, even if it lasted for less than a minute.

THE SEASON

Despite spectacularly failing it's MoT, Alisdair has enjoyed his Range Rover this summer



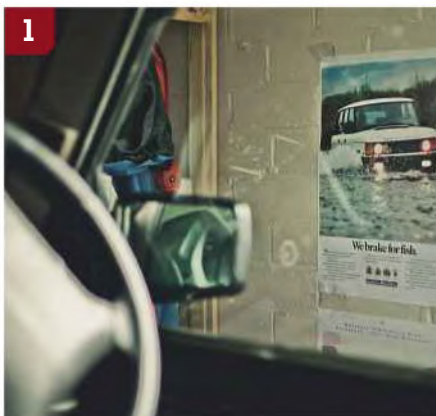
I

always look forward to this time of year. Late spring and early summer bring much to the calendar, not least is the start of 'The Season'.

I'm talking about the classic car season, of course, where owners all across the country get their treasured vehicles out of storage – and actually use them.

I don't use my Range Rover all year round. When the weather turns for the worst, usually in the third week of September, the car comes off the road and gets tucked up in the garage. As soon as the harmful salt is washed off the roads after winter, and you feel the beginnings of warmth in the sun, that is the start of The Season for me and out comes the Range Rover. It is all part of owning a restored – and steadily appreciating – Classic. A few pleasant weekends are spent checking it over, fettling the odd small job, putting it through an MoT test, then all is set for that Land Rover-ing motoring year.

Of course, even when a vehicle is off the road, it still needs care. One bit of kit I wouldn't be without – with any classic car – is a CTEK battery conditioner. This small, but vital piece of kit not only charges the battery, but has various



ALISDAIR CUSICK
CONTRIBUTOR

RANGE ROVER

YEAR: 1995 MILEAGE: 90,200
ENGINE: 3.9 V8 POWER: 185 bhp
TORQUE: 235 lb-ft MPG: 22

1. Over winter the Rover gets tucked up in the garage
2. Essential for any classic car – a CTEK battery conditioner
3. Assessing oil levels at the Lakes

charging phases that ensure the health of the battery is maintained, maximising charging capacity, and therefore its working life. I've wired mine to the

battery terminals, meaning I don't have to mess with fiddly crocodile clips, I merely feed out the connector end under the bonnet, and plug it into the CTEK. Then, it is just a case of popping to the garage and turning it on for a couple of hours every week or two. This means the car is ever ready to start, whatever the length of time it is left. No more clicks of death when you turn the key after a long lay-off.

I had a small list of jobs for this year in mind and have been doing some detailing work under the car during the winter layoff. A new track rod and quality ends, a Bilstein steering damper, and an application of Dinitrol were all pleasant jobs for weekends when I was in the mood. A final clean, and my quarterly detailing routine with Dodo Juice products means the Range Rover really turns heads. I'd also decided to cave in and finally sort the radio with a proper refurbished one from Clarion as I've



“Spring is a time to reacquaint yourself with the vehicle’s foibles”

been getting the irritating sqwaling on turning it on, and only one side of the speakers working.

Spring for me is a time to reacquaint yourself with the vehicle’s foibles; perhaps to sort that job you’ve been meaning to do last year, or simply just to enjoy being behind the wheel again. The Events and News pages of *LRM* come to their fore, and you can have a look and pick out those key shows, days out or plan the road trips throughout the year. A few events caught my eye for 2015.

Trips to the Lakes have also been slated, too, for some car photography with the Classic, and revisiting again later in the year, for another family holiday in the car.

Of course, to be able to use a vehicle on the road, you need that vital MoT pass. Off I went to the MoT station early April, and back I walked a few hours later to collect it. You can tell what’s coming, can’t you? Yes, that’s where my planning for



2015 immediately changed. First, I had the small matter of an MoT fail to deal with – running to 11 issues. That isn’t a typo error, either. There really was 11. I’m never complacent with MoTs, especially on classic cars, but as last year’s MoT only had two advisories (on slightly perished track rod ball joint rubbers – a 50p job to sort) I was a little galled to see such a large list. To make matters worse, the previous MoT had expired, so now I had a vehicle that not only needed work, but would also need trailering to a few repairers.

Was I fazed? Not a bit. As soon as I heard my car had failed the MoT, I knew I’d need a crew of specialists, with a deep knowledge of Range Rover Classics. What I needed was a Land Rover A-Team.

One of the greatest facets of the Land Rover scene are the friendships you make, and thankfully, I’ve got to know some great people who not only work with Land Rovers, they are each the very best in their respective fields.

I knew I needed no more than just to call my friends – my self-assembled, very own A-Team.

Which is exactly how it panned out. On the way, purely down to the highest skills of those friends, the project evolved from a bare MoT fix, into something way beyond, encompassing every difficult job surrounding the Soft Dash Classic. Would I get to make the Gaydon show? Find out next month...





RANGE ROVER RESCUE

Field-find expert Tim Hammond recovers another two historic Range Rovers

In the July issue of *LRM* I wrote about four historic Range Rovers I had rescued from farmers' fields and ended the article with these prophetic words: "There are still plenty of old Land Rovers to be found out there... abandoned in the countryside. Who knows? There may even be one or two in a field near you!"

The ink had hardly dried on that issue when I took a ride out to the North Norfolk Railway for a steam gala. On the way there, I spotted what looked like the outline of a Range Rover Classic lurking in a hedge. On the way home I could not resist stopping to investigate.

The property looked derelict and was heavily overgrown. All I could see of the Range Rover was a roof and part of the front end, which appeared to be a 1983 (Y-reg) four-door. I also spotted another one behind it, but couldn't see exactly what it was. There wasn't anyone about, so I left a note, in the hope someone would contact me.

Soon afterwards, I sold some Classic seats to a chap called Jim, who in conversation told me about two Range Rovers he'd been left by an old friend, who had passed away. Jim said that

they were an old four-door and a very early two-door, parked behind a derelict house...

Could they be the cars I'd seen? It turned out they were. Jim told me they were in a very bad way and he'd organised for them to be taken away for scrap. I begged him to hold the scrap man off until I had taken a look – and he agreed.

A couple of days later I met Jim at the property. He was right: they were in a bad way. To make matters worse, the drive way was very narrow and they were both parked in an awkward spot. How on earth would we get them out of here?

Was it worth the bother recovering

them? I was undecided until I popped the bonnet of the two-door and saw the chassis number – 142A! This was indeed a very early car.

I had already noticed many different items on it usually associated with Velars (pre-production Range Rovers). I knew I had to save this car.

Jim also has a Range Rover Classic that he uses on a daily basis, so we struck a deal: if I let him have some parts to keep his going, I could have the two Range Rovers!

The following weekend, me, my Dad and friend Dave set off to retrieve them. Jim was there too, with his partner Sheena, and we used his Range Rover to drag them out.

The four-door was the first one to be removed. It was also the hardest, as two tyres would not inflate, which made steering it rather difficult. There was no room to load them in the driveway, but there was a layby the other side of the road, where I parked my 1992 Range Rover, with trailer attached. Dave had his Ninety parked at right angles to the trailer, with a snatch block attached to the trailer; this way we could winch them on.

The body of the four-door had completely collapsed, and it looked a



TIM HAMMOND
CONTRIBUTOR

RANGE ROVERS

YEARS: 1970 / 1983
MILEAGE: n/a **ENGINE:** 3.5 V8
POWER: unknown
TORQUE: unknown **MPG:** unknown



sorry sight. The two-door came out easier, and was in slightly better condition, but still left a trail of rusty bits behind it. Dad and Sheena walked behind to collect the bits that were falling off them!

I was buzzing with excitement about the two-door, which must be one of the earliest survivors with the exception of the Velars and press cars that survive. That evening I did some research and found out that the two-door was registered in 1970. It still retains many of those early features such as its limited-slip diff (only found on the first 300), Bendix brake servo (fitted to the first 569), hardboard door cards, plastic interior, sharp-edged plastic lettering on the bonnet and the original 3.5 V8 engine (which still turned over.) I also found that the original colour was Sahara Dust (beige). Interestingly, it also has a Solihull registration (VC), so quite possibly was owned by Land Rover.

To me, the 1983 four-door was almost as exciting. I have a soft spot for the very first four-doors and have been after one for some time. Not only this, it was also my favourite colour – silver. I've always reckoned Classics look good in silver. Admittedly, it doesn't look too pretty at the moment, but luckily I acquired an early four-door body some time ago that I tucked away undercover, and which now looks like it will be getting used!

Thankfully the interior of the four door is all there and generally in good condition considering it had been standing so long!

This car also retains its original 3.5 V8 and three-speed automatic gearbox.

Restoration on both cars is the next step. The two-door will be my main priority, as I have enough parts to rebuild this car. Jim was pleased to hear I was going to restore it, as he has fond memories of this car. It will be a big project, but I cannot wait to get stuck into it.

LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR

1996 Discovery 300Tdi
1984 Ninety NA diesel



PATRICK CRUYWAGEN
FEATURES EDITOR

2001 Discovery 2 Td5



ED EVANS

TECHNICAL EDITOR

1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT

CONTRIBUTOR

1977 SIII Lightweight



ROGER HICKS

JOURNALIST

1972 Series III



VINTAGE STUFF

Thom stumbles across more than crockery and clothes at a nearby classic car boot sale

Dawn breaks with a dense grey bank of cloud, threatening rain on the day of a classic car boot sale in central London. I decide to shelve my original idea of driving into town as the roads are a nightmare when it rains and parking inevitably a nightmare.

The change of plan and a touch of mild disorganisation means I arrive over an hour late and discover that the friends who invited me have already abandoned the boot sale and retreated to a warm nearby cafe.

Having already purchased a few items, they have no interest in returning, so we part company. I pay my entrance fee to a uniformed fellow in an old ice-cream van who guards the gate and wander in, far more interested in the classic vehicles than any vintage clothes, accessories or tableware.

One of the first vehicles I lay eyes upon is a nice Series IIA, surrounded by mannequins and clothing from bygone times. I prowl around it and strike up conversation with its owners Jim and Jane. "Oh yes, this is ours," he says warmly, patting the side of the Land Rover. "This used to be on the railway, doing utility duties.

"I bought it from a farmer and, underneath the blue paint, found these old colours, what they call 'blood and custard.' As a railways enthusiast, I recognised it immediately."

With the grey sky opening for the third round of rain that day, Jim and Jane start packing up their stall and loading mannequins into the back of the Land

Rover, so I take my leave and press on into the increasingly-deserted car boot sale.

Beside another stall, an endless stretch of pastel-shaded crockery stacked according to the intricacies of design, I find a second Land Rover – a 1978 SWB. Owner and enthusiast David explains that he and his wife Kate have been collecting a particular type of crockery for years but, in order to complete their own sets, had ended up with duplicate items and decided to sell the various excess crocks. "I wasn't sure they'd be interested in having my Land Rover here but, when I called the organisers, they were really enthusiastic," he says.

David said he and Kate had been

surprised by the response of visitors.

"People have been really interested in the Land Rover – we've had loads of nice comments, and loads of photos," he says. "I think young people are a bit surprised to find one of these in London these days." Kate adds that a few fancy crocks placed on the bonnet had garnered the most photographs.

I peer inside their Land Rover, which is just one year younger than mine and I am ashamed by its pristine interior, thinking back to my drive around yesterday, brushing aside spiders' webs from the rusty crevices that line the windscreen.

There is barely any rust in sight, and this SWB even has a stereo fitted. "Can you actually hear that?" I ask, somewhat incredulous. "Well," David admits, "only around town."

Before leaving, I ask Kate if she ever drives the Land Rover. She shakes her head vehemently, admitting being rather intimidated by the prospect of navigating it through London traffic. "Oh, it's just the same with my friends," I say. "They say mine's impossible to drive, and, on the occasions they do, the crunching of gears and tirade of expletives means I'm usually back behind the wheel within ten minutes!"

Walking back to catch the tube home, I think that, however classic my Lightweight may be, there is no way I could take it to any vintage event – it is just too tatty.

Mind you, I feel quite inspired – not for the first time, I admit – to do something about the paintwork, even if by hand. Although I will have to wait until the weather bucks up so any fresh layer of paint could actually dry.

THOM WESTCOTT
CONTRIBUTOR

SLIGHTLY LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive



LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER
ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300Tdi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT
CONTRIBUTOR
1957 Series 86"
1960 Series II 88"
1983 One Ten HCPU
1987 130 Double Cab HCPU
1988 Range Rover 4.0L automatic
1990 88" coil sprung V8 hybrid
1992 Defender 90 200 Tdi
1993 Defender 110 Tipper
1993 Defender 130 Cherry Picker
1994 Defender 110 300 Tdi Soft Top
2003 Discovery 2 2.8L TGV automatic
2005 Defender 90 TD5 Hard Top



DAVE BARKER
CONTRIBUTOR
2004 Defender Td5
2009 Freelander 2
1958 Series I



RICHARD THOMAS
CONTRIBUTOR
1955 Series I
2004 Discovery 2



It is that time of year again. The end of an academic term has come meaning that my Land Rovers are no longer my own. My daughter Emma has returned from university and claimed the Defender 90 as her primary means of transport. Within two hours of arriving home from the airport, with three friends from Manchester, the 90 was being packed up and then on the road to Donegal for a few days on the coast. This was, of course, after I had filled it with diesel for all of Emma's travelling, "because I'm a poor student, Daddy!"

It is just as well that I have my Discovery 2 on the road as well – I have had quite a bit of towing to do lately. I had to collect a very desirable Series III soft top from a vehicle shipping company and bring it home. The SIII is owned by my friends, Clare and Simon Hardy, and has been sent over to me from Crowthorne, Berks, for me to rebuild for them – as well as a few other things on Simon's wish list. There have also been no less than three Defender 90 collections around the country; Land Rovers that have no MoT and therefore not road legal, which are on my list to put right (crumbling chassis being the main issue in all cases).

Speaking of putting things right, Emma only considers 'her 90' to have anything to do me when something is wrong and needs to be fixed. First, was that intermittent starting issue, when a turn of the ignition key results in only a dull click at the starter motor. So it was onto the ramp with the Defender to check and tighten all electrical connections at the starter. After this the Land Rover started first time for me on around a dozen consecutive attempts. But as soon as Emma tried to start it, the old ways had returned. So for now, we have to use 'the knack' to get the engine running.

The other problem that I had to deal with was windshield wipers that have got into the habit of freezing. This was traced to a wiper wheel box on the passenger side that has corroded. It is a pain to replace – the dashboard is going

to have to be partially dismantled to get at the offending component.

Emma and my niece, Bronagh Waugh (who you might recognise from BBC2's *The Fall* or Channel 4's *Hollyoaks*), set off in the Defender to Portrush for one of those hen weekends in honour of my other niece Andrea, who is getting married soon. These longer trips do make me a little nervous; it is one thing letting my daughter run around locally in the Land Rover, doing errands and socialising – but being away for several days feels somewhat different, somewhat scary. However, Bronagh has had plenty of experience with Land Rovers, having owned and driven a Defender for four years, as well as working at a Land Rover dealership in her pre-acting days.

Thankfully the girls, as well as the Land Rover, returned from their partying in reasonably good shape, so my anxiousness was clearly unfounded.

I will get my Defender fully back soon, as Emma embarks on a volunteering trip to Sri Lanka for the summer. No doubt I will have instructions to make sure that everything is fixed properly for her return. And if those weren't demands enough, Andrea wants my Discovery properly cleaned and polished in time for her wedding, as I will be the chauffeur for my brother and herself to the church, with the Discovery duly decorated with ribbons.



TREVOR CUTHBERT
CONTRIBUTOR

DEFENDER 90

YEAR: 2004 MILEAGE: 82,400
POWER: 136 bhp TORQUE 200 lb-ft
MPG: 31



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Pack contents...



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NOW'S THE TIME TO PROTECT



It's time to think about inspecting and protecting the underside of our Land Rovers, and carrying out any weld repairs that are needed before the winter sets in. Okay, it's still the middle of summer here in the UK, but that gives us the best chance of warm dry days. The longer days are ideal for drying out the chassis and underside, applying fresh paint, and for making weld repairs while there's less moisture in the air, which can adversely affect the quality of welds.

Preparing for all this work now, means the vehicle will be properly protected well ahead of the inevitable winter road salt, which can arrive as early as October. Half an hour underneath with a good inspection lamp and a scraper is enough to make a proper assessment of the chassis and underbody, shifting collected dirt from corners and scraping defective paint and underseal away to check there is good metal underneath.

Light rusting can be cleaned off with emery cloth and repainted using rust convertor and protective top coats. Heavier corrosion needs a brave tap with a small hammer,

“Half an hour with inspection lamp and scraper is enough to assess the chassis and underbody”

and any perforations will need metal cutting out and a good weld repair made, followed by a full paint treatment. At the same time, clean any surface rust from brake and fuel pipes, and smear grease on them for protection. Don't scrape Discovery 2 ACE pipes and connectors – just apply a spray grease. Replace any pipes that have more than slight surface corrosion. Always wear eye protection when working beneath the vehicle, and ensure it cannot roll.

Cleaning and re-painting the underside is simple enough – just ensure the surfaces are completely dry before painting. Weld repairs though, are a different matter, which is why in this issue Alisdair Cusick provides an encouraging DIY introduction to this dark art. Basic welding is simple, but only if you have the skill that comes from plenty of practice and an understanding of the processes and techniques. If you fancy having a go, this month's Product Review looks at entry-level welding machines, which are ideal to learn on. But until you become proficient, chassis and structural body welding remains a job for the professionals.

TECHNICAL EDITOR

ED EVANS

lrtechnical@gmail.com

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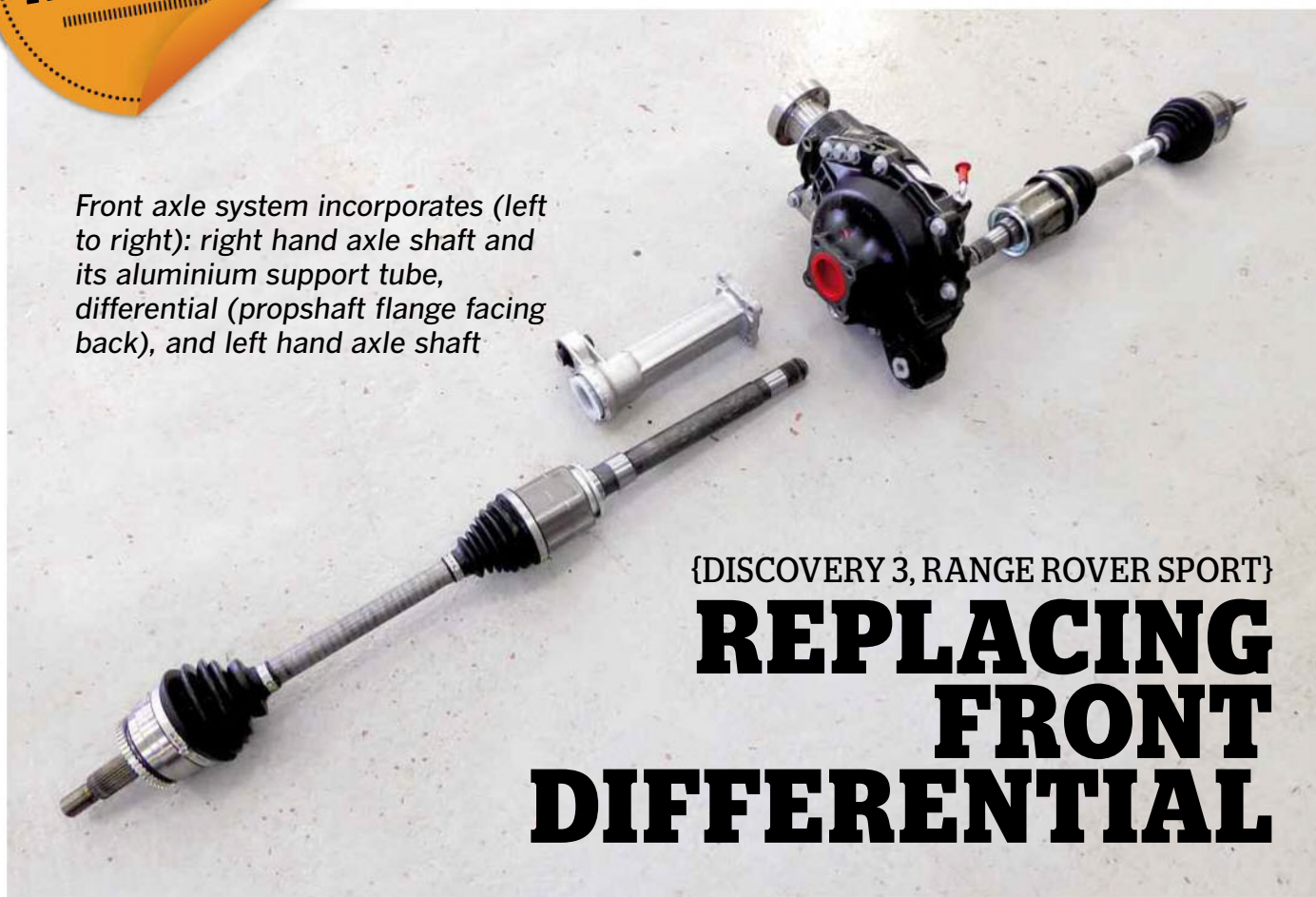
It's been at the heart of Land Rover 4WD systems for decades. This is how it works...

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Front axle system incorporates (left to right): right hand axle shaft and its aluminium support tube, differential (propshaft flange facing back), and left hand axle shaft



{DISCOVERY 3, RANGE ROVER SPORT} REPLACING FRONT DIFFERENTIAL



**DAVE
BARKER**

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T

his 2007 Discovery 3 TDV6 had recorded around 135,000 miles when the owner started to hear noises from around the front axle and the front differential. An inspection in the workshop found the front diff was indeed making a loud grating noise, even when the front wheels were rotated slowly by hand. The oil in the diff was discoloured and had a burnt smell about it. The inspection also revealed that the front diff's breather pipe, which runs from the diff up through the engine bay and comes out between the side of the engine and the power steering fluid reservoir, was blocked. This has been a known problem on both Discovery 3 and Range Rover Sport, and may have resulted in the front diff overheating and eventually leading to bearing failure.

The Discovery 3 front differential is a self-contained unit fixed to the vehicle underframe, rather than sitting inside an axle assembly, as in older beam axle Land Rover models. They have generally proved to be reliable, however the breather pipe was modified to prevent it becoming blocked, which could result in moisture building up inside the diff casing which, thus contaminating the oil and possibly causing overheating, leaks or

bearing failure. That might have been the cause of the problem in this case.

No electronic equipment or special tools (other than a vehicle lift) are required. Needing to have the vehicle raised with both front wheels removed and with enough space to work underneath is not considered practical or safe with this vehicle type with normal DIY equipment. And, like many jobs on newer Land Rover models, although replacing the affected part is relatively easy, the difficulty is in removing other parts to reach the defective component.

For these reasons, this feature, rather than explaining how to do the job, concentrates on showing what will need to be done by the garage so that, if your vehicle needs this work, you will have a good idea what they will be doing, and the costs involved. Here, we show how Madison 4x4, near Thirsk, tackled the job. Both axle halfshafts need to be removed. The pictures show the driver's side halfshaft being removed first, before moving over to repeat the job on the left side.

CONTACT:

The work was carried out by Maddison 4x4, Water House Farm, Station Road, Topcliffe near Thirsk, YO7 3SG. Tel: 01845 587407. Web: www.maddison4x4.com

> DETACHING THE AXLESHAFTS



1 With the vehicle securely supported, the engine undertrays are removed, exposing the diff (close to the chassis rail) with its aluminium support tube.



2 When drained out, the differential's oil looked black, discoloured and contaminated. The oil also had a burnt smell about it.



3 The securing bolts (arrowed) holding the front propshaft (driveshaft) to the flange on the front diff input shaft and are undone and removed.



4 The propshaft bolts are difficult to access and remove once they have been undone. Here, a magnet helps with their removal.



5 Using a bar, the propshaft is pryed away from the flange, then it is lowered and secured with a cable tie clear of the crossmember.



6 The crossmember under the front diff is unbolted, and then completely removed from the vehicle.



7 With the road wheel off, the axle stake nut is removed from the driveshaft, and the shaft tapped inward to free it from the hub splines.



8 The caliper assembly: pads, caliper and carrier, is unbolted and tied clear of the hub so as not to strain the brake hose.



9 With care, as it is easily broken, the securing screw is undone from the wheel speed sensor, before removing the sensor from the hub.



10 The steering rack track rod end ball joint's securing nut is undone and then the ball joint is split from the hub knuckle.



11 The ball joint locating the upper arm and the knuckle is split, and the arm lifted with a pry bar to separate it from the knuckle.



12 The top of the hub knuckle is now swung out (still attached to the lower suspension arm) and the driveshaft separated from it.





13 The driveshaft is now free to be withdrawn from the differential, taking care to avoid damaging the components and CV joints and gaiters.



14 On the other side of the vehicle, the process is repeated to remove the left hand side halfshaft, before returning to work at the right hand side.

> UNBOLTING THE DIFFERENTIAL



1 With the right hand side driveshaft removed, the outer retaining bolt can then be undone from the driveshaft support tube's mounting bush.



2 The driveshaft support tube is also located to the front differential by four bolts as shown, which are removed as well.



3 The driveshaft support tube is tapped free from between the diff and the chassis using a soft mallet. O-ring seen at right of pic is discarded.



4 The plastic breather line, from the breather stub coming out from the top of the front diff assembly, is unclipped and removed.



5 The differential is still supported at the front and on one side. This is the front housing support bush and mounting bolt being removed.



6 The diff is also supported at the side to the chassis rail by three bolts. Once they are removed, the diff will be free from the vehicle.

WORK SAFELY

- When planning to work underneath a vehicle, ensure lifting and support equipment is correctly rated and in serviceable condition.
- Ensure the vehicle is securely supported and cannot be dislodged.
- Work should always be carried out to Land Rover specifications and procedures. This job is not suitable for DIY unless you have the required competence, knowledge and facilities.



7 Assistance is needed to safely remove and lower the heavy front differential down and out from the Discovery.

> FITTING THE NEW DIFFERENTIAL

ONCE THE new diff is in place against the chassis, some manipulation is needed to align the mounting holes before fitting the bolts and tightening to the specified torque settings.

We made sure the plastic breather pipe was securely connected to the short breather tube on the top of the diff, and that the pipe was free and running clear up through the engine bay.

Otherwise, re-assembly is a straightforward reversal, using a new O-seal on the driveshaft support tube and sealant on its flange face, and with a few extra pointers in the pictures below.



1 This new diff is seen from the left side (propshaft flange to the right of pic, red protective cap on breather stub, cap on left axle hole).



2 It's a two-man job to handle the weight of the replacement front differential when manoeuvring it into position under the Discovery.



3 The differential is filled with the Land Rover specification grade of oil and the filler plug refitted as the rebuild progresses.



4 With the axles, knuckles and calipers on, new axleshaft stake nuts are tightened to torque, before locking the nut to the axleshaft using a small punch.



5 After refitting the propshaft and checking all bolts for correct tightness, the engine undertray and wheels are refitted.



6 Lastly the top of front diff breather pipe is checked that is clear and clean, and that its secured into position in the engine bay.

PARTS AND COSTS

THE FINAL drive front differential is part number TAG500140. Prices range from around £690 upwards to over £1750. Many replacement differentials are sold as an exchange unit, with a surcharge if the old unit is not returned.

The front diff requires 0.61-litre of a longlife fully synthetic 75w-90 oil, part number TYK500010 and costs around £20 per litre. This oil contains unique additives which Land Rover say "enhances the differential's operation", whilst the service specification says that no other oil should be used in the front diff.

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It's a brave man who gets a 32-year-old Range Rover body shot-blasted. But Trevor finds there's plenty of metal remaining for the rebuild

{RANGE ROVER CLASSIC PROJECT}

ASSESSING **PART 6** THE BODYSHELL



TREVOR CUTHBERT

■ Tools: General workshop tools.

TIME

11 DAYS

COST

£3245

DIFFICULTY RATING



Sadly, the early Range Rover is becoming harder to find and more expensive to purchase. Many were dismantled for their mechanical components to be used for upgrading or rebuilding utility Land Rovers, specials and racers. Years ago, I myself took the 3.9-litre V8 engine from a Range Rover for the first vehicle I ever built – an AC Cobra replica; the donor Range Rover having cost me the princely sum of £150. But more Range Rovers are now off the road because of advanced corrosion.

The right hand drive donor vehicle for this project is a case in point. It has all the mechanical and interior components that we require, the chassis and the body structure however have rotted beyond economical repair. Having cost us £500, it is the ideal donor to make our subject Range Rover into what we want – but it is nonetheless a shame that another classic car becomes dismantled and scrapped.

Cutting out bad metal and welding in fresh new metal is not particularly difficult. The difficulty lies in getting at the area to effect the repair properly. In this feature, the photographs show numerous structurally rusted areas – rear wheel arches, sills and floor panels – all of which are difficult to repair in a fully kitted out working Range Rover. By taking this route, namely a complete strip down and dismantling, we are making identification of the problem areas easy, and the subsequent repairs simpler to carry out. The man hours required to fully dismantle a complex vehicle such as this is considerable. After the repairs are complete, the rebuilding and trimming is going to take much longer. So, commercial garage rates for this job would add up to an eye-watering amount. As it is, we anticipate the final bill will be considerable, but the finished Range Rover will also have a fairly high value when complete.

The best way to ensure all rust is

located and identified is to remove every thing from the metal – paint, sealant, oil, grime, mud and the rust itself. There are numerous ways of achieving this, but the most effective is shot blasting where an abrasive material is applied to the surface to be cleaned by a stream of compressed air. Raymond McCabe has built an excellent engineering business, founded on the purchase of a set of secondhand equipment and a cheap sign placed on the road outside his yard reading Shot Blasting Services. It was here, to RM Services Ltd, that Andy and I took the Range Rover body shell to be thoroughly shot blasted. This feature

shows what Raymond calls a 'rough blast'.

Remaining body sealants and adhesives were removed after this because the shot bounces off the sealants and, if the shot blaster had been concentrated on sealant to remove it, the surrounding metal would be worn away too. The damaged areas will then be repaired, and Raymond will then carry out a final 'Sweet Blast', which will prepare the repaired shell for rust prevention treatments.

CONTACT:

Raymond McCabe, RM Services, 58 Kilkinamurry Road, Banbridge, BT31 9QS Tel: 07803 581542

STORY SO FAR

MY FRIEND Andy Webb purchased the 1983 Range Rover in France, believing it to be largely rust free. But the only way to be sure of the condition was to strip the vehicle completely to reveal all areas of the body and chassis. The chassis has been shot-blasted, repaired and galvanised. Now we are shotblasting the body to remove 32 years of dirt, oil and rust to see exactly what repairs will need to be carried out. Then the question to be addressed is, how will we prevent rust coming back and attacking our repaired Range Rover?

> INITIAL INSPECTION



1 Last month we completely stripped the bodyshell down to bare metal, prior to fully assessing its structural condition.



2 This repair to the (rare to find) wheel arch is not really up to our MoT standards, as it is within 30cm of a seat belt mounting point.



3 It will be interesting to see how sections such as this footwell look after shot blasting. Would it end up in holes, or be better than expected?



4 These mysterious cut outs and repair sections to the rear right inner panel will be replaced with properly welded in new mild steel plate cut to size.



5 Before shot blasting, the rear body mounts at the sills do not look so promising, with plenty of flaky rusted metal in evidence.



6 The full extent of the rusting between this front wheelarch and the inner wing will be revealed by the shotblasting.



> SHOT BLASTING THE SHELL



1 The body shell is transported to RM Services. Fixed glass windscreen and rear side windows will be removed by a mobile vehicle glass services company.



2 Shot blasting is under way, removing grime and rust from the left side of the vehicle leaving clean metal.



3 The rear left panel has been partially shot blasted, illustrating how the dirt grime and under seal can be completely removed by the process.



4 When the shot blasting is complete, this rear panel is revealed to be very sound and corrosion free – it will not need any repairs.



5 The Range Rover is almost at the stage where everything that can be blasted in this position is complete. This represents three hours of work.



6 The Range Rover has been carefully rolled over on to the left side, resting on some tyres. Several wooden props are placed to hold the shell safely.



7 As we start the underside, the difference shows just how effective shot blasting is at cleaning off the grime and producing a pristine surface.



8 As the process ends, the Range Rover's bodyshell is completely down to bare metal with all the rust and dirt blasted away.

WORK SAFELY

- Wear protective gloves, safety boots, bump cap and eye protection when working around the bodyshell.
- Ensure the bodyshell is firmly secured and stable at all times.
- Wear protective gloves when working on sharp or rusted parts, and eye and hearing protection when grinding and cutting.

> TRUE CONDITION EXPOSED



1 Inner arches look better than expected, only needing repairs to the top sections. Area below windscreen is a common rust trap.



2 After the initial rough blast, at the rear left wheel arch, remaining traces of old body sealant will need alternative treatment to remove.



3 The shot blasting process also reveals just how good some areas of the Range Rover body shell actually are – clean sound metal as good as new.





4 The previous repair material to the rear right wheel arch has all been removed during blasting, ready for new metal to be welded in place.



5 This is the inner arch around the rear seatbelt mounting point before blasting. Hidden behind carpet, the damage would not have been apparent...



6 ...but after shot blasting we see a complete layer of metal has broken down, leaving the mounting point considerably weakened.



7 From the underside, this rear wheel arch also has corrosion damage that was not visible prior to shot blasting and will need metal to be cut and renewed.



8 The right side sill has rusted from below zthrough to the floor of the cabin. The left side sill is in a similar state of corrosion.



9 Shot blasting reveals previous welded repairs of reasonable quality in the driver's (LHD) footwell. Not much remedial work will be required here.

> NEXT MONTH

The next major job is to complete the weld repairs of all the corroded body sections. First though, we need to control the flexibility of this dismantled body to ensure that the repaired structure is geometrically accurate.



11 After blasting, other body mounts are revealed to be considerably weakened by rust. It will probably be easiest to completely re-fabricate these.



10 The front body mounts are in nearly perfect condition and will not require any repairs. The metal is sound and unaffected by corrosion.



12 The rear cross member body mounts will also need attention, as the mating surface has been weakened, although this will be an easier repair.

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- 11mm offset
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- 10.4kg each

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DA2436	Black - gloss
DA2439	Black - matt
DA2435	Silver
DA2434	White

Note - Wheel nuts not included
ANR2763MMM Alloy wheel nut
 Defender - up to 2006/Discovery 1/Range Rover Classic
RRD500560 Alloy wheel nut
 Defender - 2007 onwards

Discovery 2/Range Rover P38
16 x 8 Rims

- 38mm offset
- 1,400kg rating
- 12.0kg each

DA2433	Anthracite - gloss
DA2432	Black - gloss
DA2438	Black - matt
DA2431	Silver
DA2430	White

18 x 8 Rims

- Part number includes wheel adaptor ring
- 36mm offset
- 1,400kg rating
- 12.0kg each

DA2458	Anthracite - gloss
DA2459	Anthracite - matt
DA2456	Black - gloss
DA2457	Black - matt
DA2461	High Power Silver
DA2460	Silver

Note - Centre caps and wheel nuts not included

RRD500510 Alloy wheel nut

Discovery 2/Range Rover P38

LR001156 Wheel cap

Discovery 2/Range Rover P38

Discovery 3/Discovery 4*/Range Rover Sport* & Range Rover L322*
18 x 8 Rims

- 36mm offset
- 1,400kg rating
- 12.0kg each

DA2452	Anthracite - gloss
DA2453	Anthracite - matt
DA2450	Black - gloss
DA2451	Black - matt
DA2455	High Power Silver
DA2454	Silver

Note - Centre caps and wheel nuts not included

***Important** - Zu rims will not fit any Range Rover L322 Supercharged or Range Rover Sport Supercharged fitted with Brembo brake callipers. Will only fit Discovery 4 with 2.7ltr engine.

RRD500590 Alloy wheel nut

Discovery 3/Discovery 4/Range Rover Sport - 2005 - 2013

RRD000011 Alloy wheel nut

Range Rover L322

LR001156 Wheel cap

Discovery 3/Discovery 4/Range Rover Sport - 2005 - 2009/Range Rover L322



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The six-cylinder engine is no sparkling performer, but from a rarity and interest point of view, why not preserve it in the vehicle?



ENGINE DOWNSIZING ON A SERIES III

Q I have a 1974 Series III with the 2.6-litre six-cylinder engine. It's a thirsty beast, but I'm thinking of replacing it with a good spare 2.25-litre four-cylinder petrol engine, which should be more economical being smaller and lighter. The steering should be lighter, too. Is this a straight forward swap? Is there a conversion kit to fit this engine?

Mark Ward

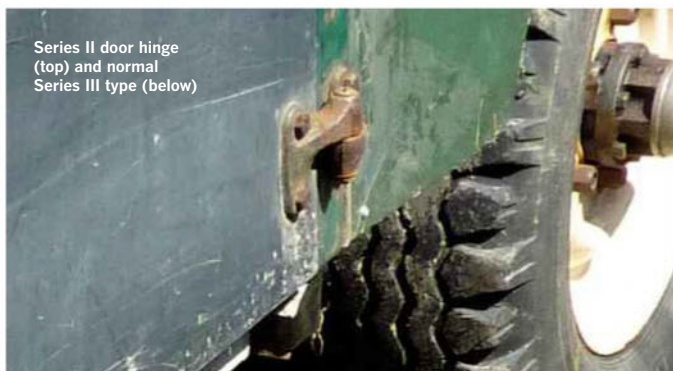
A Yes, the four-cylinder engine should be more economical, but you may be only moving up from around 20 mpg to 24 mpg on a good day. Depending on the amount of driving you do in the SIII, this may not be worth the work involved.

Usually a six-cylinder engine is super-smooth compared with a four. But in Land Rover's case, the four-cylinder is amazingly quiet and smooth running, so you would not lose much in that respect. You would lose the rather sweet exhaust note of the six but, the most important point here is that the six-cylinder versions are becoming quite rare and they are of particular interest. It would be a shame to lose one by dropping a four-cylinder engine in where it doesn't belong.

However, the conversion is quite possible, though it's a bit involved. This centres around the fact that the gearbox on your vehicle is positioned further back in the chassis, so the mountings would need to be modified to the four-cylinder position. Consequently, the floor is different and the front propshaft is longer, and the rear shorter, than the four-cylinder versions. The bulkhead will also need modification in the centre if it is the original 1974 type (later bulkheads had a removable centre panel that could be swapped for the correct type). Ideally, you would need the four-cylinder radiator. I'm not aware of any current conversion kit for this job.

The engine change will have little effect on the steering, if you're concerned the steering is heavy that is. Assuming normal size, correctly inflated tyres, it's worth first disconnecting the steering rods from the relay and swivel housings and, with the chassis supported, check they are free (swivels may have been over-shimmed). While they are disconnected, check the movement in the steering box on the bulkhead. It may only need adjustment. **Ed Evans**

Series II door hinge (top) and normal Series III type (below)



SERIES III AUTHENTICITY

Q I'm thinking of buying a Series III and have found a really nice one, which the owner assures me is totally original so far as the chassis, bodywork, engine suspension and transmission are concerned. It only has 35,000 miles on the clock, but has documentation to substantiate this.

I have checked the vehicle over and all seems in good working condition. However, I know the Series III should have the later smooth-type door hinges, whereas this vehicle has the earlier type with the projecting hinge pin, which is a hallmark of the Series II and IIA. The seller insists he has known the vehicle from new and that the door hinges are original. I'm doubtful about this, but what worries me is that if he is wrong or pulling the wool over my eyes, it could be that the body or a significant part of it has been replaced at some time. Or, worse still, it's a mix of two vehicles. Is there any way I can verify the originality, because originality has certainly been factored into the higher than average asking price?

Reg Barraclough

A You don't say in which year the vehicle was first registered. If it is very early, those hinges may be original. The Series III model was introduced in September 1971, and a few stock parts from the Series IIA found their way into early SIII production. The SIIA-type door hinges were definitely carried over to be fitted to a few early SIIIs. So, if yours is an early registration and/or chassis number, it could well be authentic. Unfortunately, there is no record of which vehicles were fitted with earlier hinges so there is no way to confirm. If your gut feeling tells you everything is genuine otherwise, you may have found an early example with a bit of added interest.

As an aside, the Series III model was actually built and running by 1970 (not on sale, but being tested and evaluated), and a few late SIIA models actually received occasional new Series III components.

Ed Evans

NEW LEATHER FOR DISCOVERY 2

Q My Discovery ES model has grey leather electric seats. The driver's seat is the most worn, and the rear seats are immaculate. My issue is that, as you would expect, the seat bases have seen better days and, although they haven't dropped, they are sagged enough to be uncomfortable on a long drive. You may be aware that replacement seat bases are available from various outlets, including Exmoor Trim.

The problem is, leather seats are not normally stripped down and rebuilt. Are you able to advise what options are available to overcome this issue, and preferably retain the electrical seat adjustment? One option would be to get the same seats from a breaker's yard, but those seats will have the same sagging problem. I wonder whether an option would be to put a replacement Land Rover seat on the existing rail and mechanism?

Chris Andrew, Corsham

A You are making a very common mistake in assuming that your seat cannot be repaired. You can buy

new a foam and lower seat diaphragm from various suppliers, such as Exmoor Trim.

Fitting these new parts is not particularly difficult. You will have to remove the seat, disconnect the electric adjustment motors and, once these are out of the way, the strip down and rebuild of the seat is as simple as doing a cloth seat. You will find that the new parts come with fitting instructions.

The wear on the actual leather can also be made a lot less noticeable. There are leather repair kits available from companies such as Furniture Clinic (furnitureclinic.co.uk), which I have found to work very well. With patience, you can make the seats look like new and it is one of the most satisfying jobs you can do because it will make you smile every time you get in the car, or is that just me?

Sam Clarke



There are plenty of kits, material, products and services available to bring Discovery leather back to new

CHOOSING AN IMPACT WRENCH

Q Having struggled to remove the wheel nuts on my Discovery after the wheels had been refitted by a garage (I guess with an air line and impact air wrench?), I'm looking to buy a cordless impact driver.

Have these been tested in *LRM*? Can you give me a few pointers to help me select something suitable?

Richard Stone, LRM subscriber

A Whilst cordless impact wrenches are very useful tools to have, and mean that you no longer need a compressor to get phenomenal nut/bolt shifting power, I'd think twice about buying one purely for the reason stated. The problem you face is that many garages use high end pneumatic impact wrenches, boasting enormous torque outputs. And, more often than not, these tools are used at far higher pressures than the 90 PSI they're designed for, which multiplies torque output even more. Bottom line is that you may have to spend way over the odds to get a cordless tool that's up to this particular job. And you'll be left with a far more powerful piece of kit than you'll need for most other maintenance work. Personally, I'd return to the garage and get them to remove the wheel nuts and re-tighten them by hand.

On the other hand, if you want a cordless impact wrench anyway, the market is really split three ways. Models such as Clarke's CIR220 give similar performance to an entry level pneumatic tool (around 220 Nm of torque) and, at £107.98, cover the budget end. At the other extreme are models such as



Avoid wheel changing problems by carrying a long bar and socket to release the nuts, and the normal toolkit wheelbrace to tighten them

DeWalt's DC800M2, and Milwaukee's M18CHIWF12. The latter kicks out up to 950Nm of torque, but the price of £442.19 is more than a basic compressor and air wrench combined. And the tool may be a little bulky and cumbersome for some Land Rover applications. The third option is championed by Makita: compact tools that are easily usable in tight automotive situations, but with a respectable – rather than enormous – output. Such as their DTW281Z, at £161, which is small but delivers a useful 280 Nm.

If portability isn't massively important to you, also consider mains models such as Clarke's CEW1000. That costs just £68.39 and delivers up to 450 NM of torque. Be warned, though, mains models are the bulkiest of the bunch.

James Stanbury

**PART 1**

Basic weld repair is in the scope of many DIYers. All you need is the right kit and instruction, and the patience to learn and practice the skill, as Alisdair Cusick explains

LEARNING TO WELD

Welding is probably the most common repair that's farmed out to a specialist. There's good reason for that – it's a tricky job that needs the correct equipment, skill and experience to do correctly. Getting it wrong could cause more damage than good. Do it badly, and it'll need doing again a couple of years later. But basic welding can be learned, the equipment is affordable, and with perseverance most of us can become capable of a serviceable weld repair.

Here, we explain the basics to give you a flavour of some typical applications of welding that you can try as your skills and confidence develop. This is not the route to becoming a qualified welder but, if you want to learn more, or supplement your skills, now is the time to enroll on a local evening course. There are plenty at local colleges around the country, running through autumn and winter. You might progress through basic chassis repair to delicate and highly skilled body work, but you'll at least gain an insight into what is involved in executing the correct repair, and what makes up the garage bill.

CONTACT:

Kingsley Cars Ltd, A40 Eynsham By-Pass,
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**ALISDAIR CUSICK**

■ Tools: MIG welder and safety equipment, including welding gauntlet, cap, correct mask, overalls, metal-work tools for cutting and shaping filler sections, cleaning joints and preparing bodywork for welding

TIME	COST
HOURS OF PRACTICE	£200 PLUS

DIFFICULTY RATING



> WHAT WELDING MEANS

AT ITS most basic, welding is the joining of two pieces of similar metal by melting and fusing them together. It also involves the addition of more material – a welding rod, or filler wire – which melts and fuses into the joint. There is much to get exactly right to ensure the joint is strong and serviceable, and that's where the skill and correct equipment comes in. Skill comes with practice – we can all learn to play a tune on an old piano, but does anyone want to listen to it until we've really practiced and become a competent player? So it is with welding – don't expect to buy a very cheap set of equipment, and decide your first experience is the time to weld in a new rear crossmember, a boot floor and the bulkhead outrigger to get the vehicle through an MoT. Instead, spend time on learning and understanding the basics, checking the work, and then build your confidence and skill until your welded joints are as strong as the original metal.

There are various welding processes that we can use, but they depend on several factors. These include: the materials being joined (usually mild steel, but also aluminium or even stainless steel), the item and location of the subject (thin bodywork or thick chassis plate,) and also the working location (in a

workshop or outdoors). Each has an effect on the choice of welding equipment and process used and, with the right choice and skill, it is possible to weld anything from 1.2 mm car bodywork to inches-thick steel structures.

The more extreme the situation, the more complex the equipment and skills needed. For vehicle work there are three main welding processes to choose from: Metal Arc welding (also known as stick welding), Metal Inert Gas (MIG), and Tungsten Inert Gas (TIG). There is also Gas Welding, which has its place but, for DIY repairs, there are other simpler and faster methods to learn on.

WELD SAFELY

- Welding is hazardous to people and property. The welding arc is incredibly bright, so it is vital to always use a full face mask suited to the type of equipment you are using (see *LRM* June 2014 for review of automatic welding helmets). UV light from the arc will travel through an eyelid causing damage (arc eye) which might only show hours later, so ensure children and animals cannot enter the area when you are welding. Anyone with reason to be nearby must understand to keep their eyes shielded from the arc, even from a distance.
- UV light will damage exposed skin, so protective clothing, welding gauntlets and a welding cap should be worn to prevent burns from UV light and spatter.
- Fumes are given off from the arc, flux coating, paint and seam sealers. So ensure the area is well ventilated, but not draughty enough to affect the gas shield.
- Welding creates a lot of heat, so have a fire extinguisher to hand and know how to use it. Consider fire blankets for any work near flammable materials, and preferably remove the material. After welding, allow a good half an hour to check the work area has cooled, and nothing is left smouldering, ready to start a fire hours later. While welding, it's useful to have a second person who can keep a check inside the vehicle and around the workshop for signs of fire or smouldering – but they must not look at the arc.

Metal arc welding

Arc welding uses a rigid steel electrode rod which is encased by a flux coating. The end of the electrode is held a few millimetres from the workpiece. Electrical current passes down the electrode creating the arc as it jumps the gap between the electrode and workpiece, creating enough heat to melt the end of the electrode and the workpiece, fusing the materials together. The flux outer coating burns off, controlling the oxygen in the weld area, but leaving slag to be chipped off the finished weld.

Arc is useful outdoors because, unlike MIG and TIG, there is no shielding gas to be affected by wind. With Land Rover repairs we usually have access to power in a workshop, so arc is only really used for thick chassis work, rather than bodywork.

Metal Inert Gas (MIG)

MIG is the process we've probably all got in our heads when we think of DIY welding. It uses a feed of gas to shield the arc, thus keeping airborne contaminants and natural gases away from the weld zone, giving an improved weld quality. The electrode is in the form of a steel wire which is fed into, and melts into, the joint. As you press the torch button, gas and wire is constantly fed as you form the joint. MIG is a quick process to use, though it does create spatter, which can

melt into glass or damage bodywork, even ignite combustible materials.

Tungsten Inert Gas (TIG)

TIG shares much in common with MIG, in that both use a gas to shield the weld joint at the arc. Whereas MIG's wire feed is the electrode, which melts into the joint, TIG uses a fixed tungsten-point electrode that is not consumed. To form the joint, a filler wire is hand-fed into the weld joint. It is a skilled process, but produces a neater weld than Arc or MIG, as there is no spatter, and the heat is almost pin-point in its application, minimising panel distortion. TIG is most often used for welding stainless steel, or very thin aluminium or steel. Its downfall is in being slower and trickier compared to MIG. It's the choice for aluminium body panels.

Gases for MIG and TIG welding

The purpose of gas is to shield the molten arc from oxygen, nitrogen and hydrogen, which are naturally present in air. This helps prevent porosity in the welded joint, and controls spatter. Commonly MIG and TIG welders usually use a mix of CO2 and argon. Other options include helium and oxygen, and people develop preferences to their own favourites. It is possible to even use just CO2, but that typically causes excess heat and increased spatter over a welding-dedicated CO2/argon mix.

> WELDING WITH MIG

IDEALLY AN aluminium body would need TIG welding, but MIG is most practical for the inner steelwork and chassis, and perhaps TIG for experienced welders. TIG is the neater, more artisan method, but requires the most skill – a case of melting the pieces to be joined using the torch in one hand, while feeding the filler wire in (at the correct speed and place) with the other. Indeed, to start welding, many suggest learning on TIG, then going to MIG, as you'll then have an appreciation of the process and may, therefore, have fewer issues. MIG is a simpler and faster process, more suited to the home welder.

Get to know your machine by carefully reading the instructions. They will suggest the best amps and wire speed for the thickness of plate you are working with, and the best wire size. The notes will also explain how to feed the wire through to the welding tip and trim off the wire end using side cutters.

Position the torch close in, wearing a visor and protective clothing, and press the trigger. The wire will arc, but will also feed out automatically, so you need to move the torch as it does so. In the first instance try a simple tack weld with the torch held in one position – it takes only a second or two. When making a longer run of weld, move the torch along the joint at a speed that allows the metal to fuse

together. Aim for a smooth profiled weld – it's just a matter of practice to get the speed and distance correct. Too slow, and the weld profile will be shallow: too fast, and the profile will be high and narrow. Everything stops if you release the trigger. You'll eventually get to learn from the sound during welding when it is going right, with a nice, domed, penetrating weld forming. Let's look over the shoulder of Kingsley Cars' welder, Steve Fuller, as he demonstrates some simple practice exercises, and some problems you can expect in getting a handle on the basics of MIG welding.



1 A typical gas MIG welder. The gas bottle is at the rear of the unit. The earth strap (top) is secured to clean metal near the area to be welded.



2 When the trigger is squeezed, the torch head feeds the wire out from a coil in the machine, starts the gas feed, and the arc. Simple.



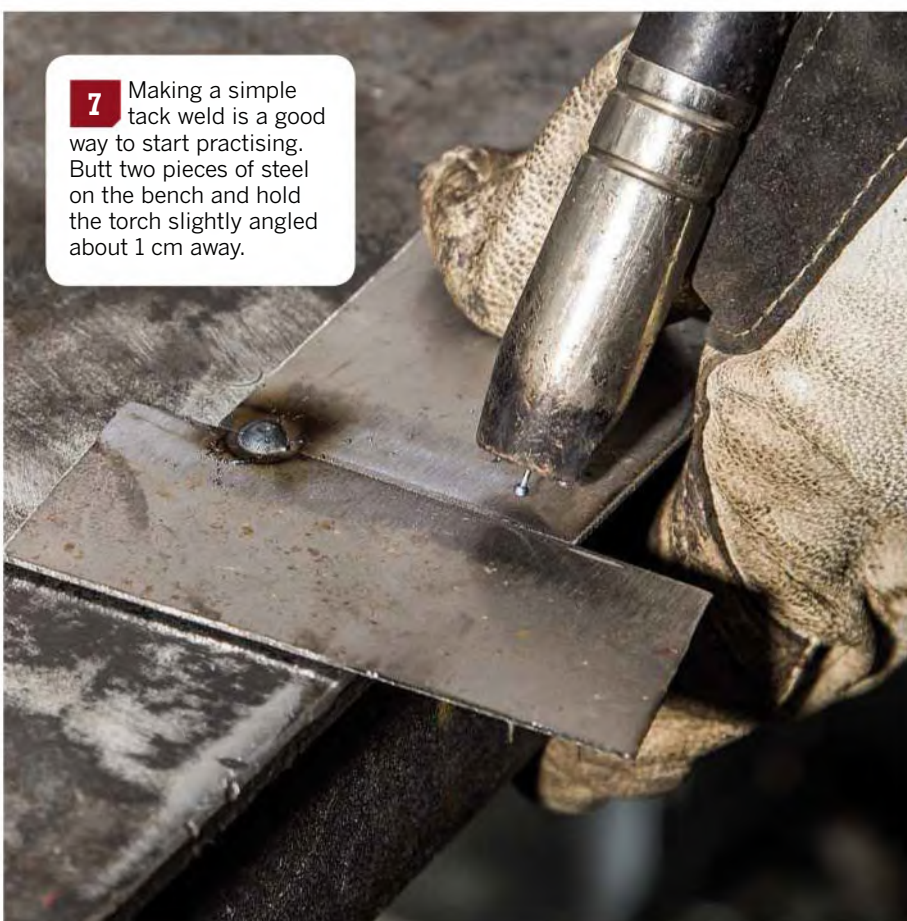
3 On gas MIG sets, the gas bottle fits on the end of the unit (or on a trolley). Set the gas at the regulator to the correct flow rate for your chosen job.



4 Welder settings and gas flow will vary according to the job. Check the machine instructions – practice and experience will establish the best settings.



5 This Clarke unit is a gasless MIG machine. The gas shield around the arc is provided by a coating on the special filler wire. Gas can be fitted if required.



6 Here is the spool of filler wire inside the machine (detachable panel removed). Replacement wire is easily obtained and simple to install.



8 Wearing safety kit, lower the torch and press the trigger. Wire and gas feed out, an arc forms, and you should have a tack weld.



9 This is a good example of two tack welds. They're neat, precise, with a good domed appearance, suggesting a strong weld joint.



10 The weld shape will indicate defects. Here, the middle tack is full of holes – a porous weld – caused by having too little gas.



11 Invest time in learning from mistakes. This weld has blown a hole through, caused by wire speed being too low, or the amps too high.



12 With plenty of practice, you can move on. Dot in a tack, and when the heat dissipates, run a line of weld from the tack.



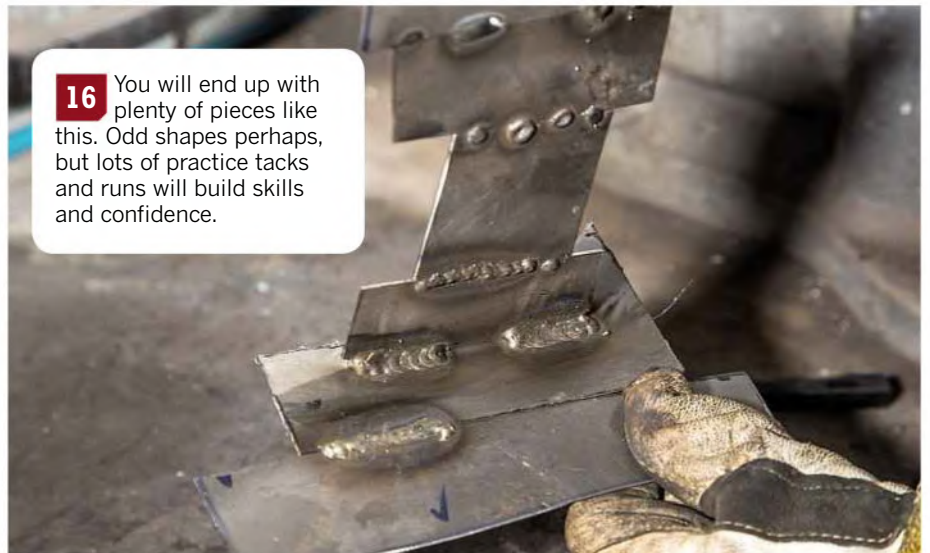
14 This is the sort of distortion that's caused by welding too much in one go. Tack welding, then filling between tacks, can help avoid this.



15 Back on the bench, try a fillet weld with the plates at 90 degrees. Try a longer run here – there's more material to work with, without distorting.



13 On a vehicle, you would typically tack at the corners, then slowly fill in, avoiding heat build up which would otherwise cause panel distortion.



16 You will end up with plenty of pieces like this. Odd shapes perhaps, but lots of practice tacks and runs will build skills and confidence.

KINGSLEY CARS

Our thanks to Oxfordshire-based Kingsley Cars who have helped with this feature. Kingsley Cars is a respected specialist in Range Rover Classics with a reputation for body-off restorations involving comprehensive weld repairs (currently 16 Classics are being built up). Kingsley's 15 employees also provide a complete garage service for all Land Rovers, including bespoke conversions.

NEXT MONTH

IN THE October issue we will see how wheel arch corrosion is repaired by the experts.





ENTRY LEVEL MIG WELDERS

James Stanbury explains how the MIG market has changed, before putting ten recently launched models through their paces



JAMES STANBURY

A MIG welder has long been the favourite form of welding for automotive work, and especially DIY welding at home. First off, it's definitely the easiest of all welding processes to learn. Granted, the often cited wisdom that even a trained monkey could master MIG is a little wide of the mark – MIG welding does require a fair bit of skill. But most of us quickly become MIG competent after absorbing the tiniest bit of theory and having a long practice session on scrap metal.

What's often overlooked though, is how practical MIG is. No other welding process is truly one-handed, which comes into its own if you need to press or hold a panel down whilst welding with the other hand. And nothing beats MIG either for creating joints in tight, almost inaccessible, spaces. Then there's speed: MIG is considerably quicker than the Oxy-acetylene, Stick, or TIG processes.

So the case is made for the MIG process, but what about entry-level machines? Well, over the last few years

the market has changed somewhat. After decades of Italian units dominating the niche, albeit dressed in well-known British brand names, many welders are now sourced from the Far East. And whilst there's been much grumbling about quality issues and whether the machines actually weld as well, the other side of the coin is that around £200 now buys you a lot of kit.

Practically all models now feature cooling fans, which extend duty cycles. And many are dual purpose too – meaning they can be used as a traditional Mig machine with gas, or they can swap to gasless operation with gasless wire.

This last point is actually a rather neat marketing trick. Traditionally there was a big leap up in price from cheap gasless machines to gas MIGs. And it's not hard to understand why. Gas machines require gas control valves, a gas line in the hose and torch, plus a regulator and a cylinder. All of which add to the cost.

The beauty of dual purpose machines is that they're usually supplied ready to go in gasless mode, and it's become the norm to have to fork out extra for the gas bits. This has allowed manufacturers to essentially produce half-and-half machines. They're cheaper than purely gas machines – because there's no gas cylinder or regulator supplied – but they are, ultimately, usable with gas if the right bits are added.

THE TESTS

WELDING PERFORMANCE: We tried each welder on an assortment of different gauges of steel, with easily the toughest test being the butt-welding of two pieces of 1 mm thick plate. Only products that ate through thick steel effortlessly, yet turned down gently enough for those thin butt welds, got the maximum five points for grabs. We also considered duty cycles. Only those requiring the least down-time got this next point. The final point, in this section, only goes to machines with six power settings.

VERSATILITY: All MIGs capable of gas and gasless operation received this next point. Then we evaluated exactly what's supplied in terms of tips, rollers, wire, gas connections, and accessories. Only products supplied with everything needed to weld, straight away, in gas or gasless mode, get all of the three points available.

WIRE FEED: After visually appraising each unit's wire feed mechanism, plus monitoring wire feed at low speeds with the torch arranged into increasingly tighter curves, we gave another point to all machines with the most robust wire feed set-ups.

TORCH: Only welding torches at least 2 m long get this next point. And the final point in the test only goes to welders with detachable Eurotorches.

PRICE: £269.00
PRICE FROM: www.thewelderswarehouse.com
WEB: www.thewelderswarehouse.com
CONTACT: 01908 699802
PERFORMANCE: 10/14
IS IT WORTH THE MONEY? 6/6
OVERALL SCORE: 16/20

BLUEMIG BM-150T

COMMENTS: A rather austere package, at first glance, with none of the usual freebies thrown in - such as a welding mask or spool of wire. The machine is set up for 0.8 or 0.6 mm welding wire, in terms of tips supplied and the grooves on the roller. Unlike so many here, the machine is purely for gas usage. And, yep, you've guessed it, there's no gas or even a regulator supplied either. But you'll forgive all of this when you fire up the machine. The 30-150 Amp range suits almost all automotive work. And a bombproof wire feed set up, plus incredibly stable electronics, allows a superbly smooth welding experience, whether tackling thin or thick metal. The quality detachable Eurotorch's 2.6 m length gives massive positional freedom too.

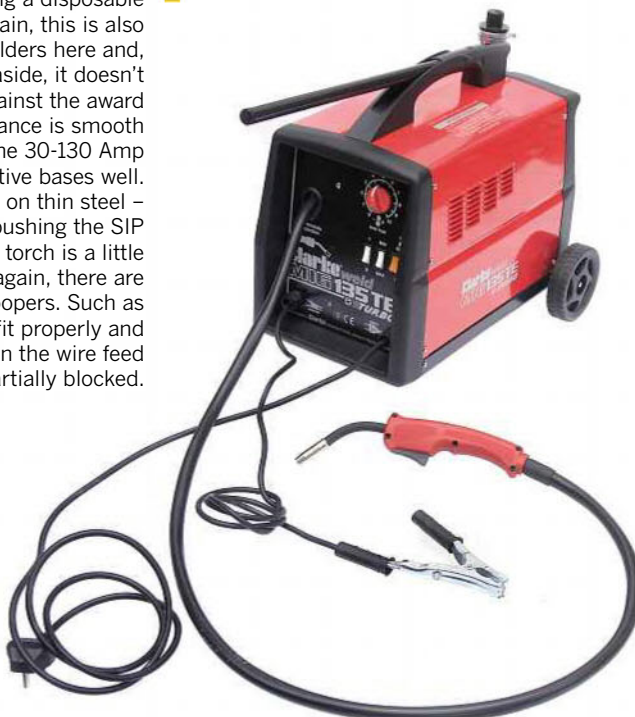


LAND ROVER MONTHLY BEST BUY
PRODUCT TEST 2015

CLARKE MIG135TE TURBO

COMMENTS: Clarke's final offering is purely a gas machine. And it comes with everything needed to start gas welding straight away - including a disposable bottle of CO2. Then again, this is also one of the dearest welders here and, ready to go status aside, it doesn't compare so well against the award winners. Welding performance is smooth and lively enough, and the 30-130 Amp range covers all automotive bases well. This is also pretty good on thin steel - beating its siblings and pushing the SIP hard. But the 1.6 m torch is a little restrictive and, once again, there are some quality bloopers. Such as grommets that don't fit properly and even a feed tube in the wire feed mechanism that was partially blocked.

PRICE: £287.98
PRICE FROM: www.machinemart.co.uk
WEB: www.clarkeinternational.com
CONTACT: 01992 565300
PERFORMANCE: 6/14
IS IT WORTH THE MONEY? 2/6
OVERALL SCORE: 8/20



WHAT'S IMPORTANT?

WELDING PERFORMANCE: Most MIGs will tackle thick steel with relish and make a great job of it. But, these days, a budding Land Rover enthusiast is just as likely to be repairing scabby arches on an old Discovery as doing major surgery on a Defender chassis. So low-end performance, which traditionally varied wildly between different machines, is also incredibly important for thinner material. All welding is aided by getting the power setting just right, so the more power choices there are the better. Duty cycle is another factor that's a major implication if using the machine intensively. Most welders can work continually at their lowest settings, but require cool down periods when used for heavier duty work. Obviously, on busy jobs, you want the machine to have the least down time possible.

VERSATILITY: Whilst gas MIG always leaves a cleaner and smoother weld than gasless, the latter isn't without its benefits. First, for the occasional welder, gasless is a much more affordable way of welding. The machines cost less and although the flux core wire costs more than ordinary steel wire, gasless operation still works out cheaper than normal wire plus disposable gas bottles. Gasless is also more reliable in windy conditions and, if you've swapped to a large industrial bottle, a gas/no-gas machine remains portable despite your bottle definitely not being so. Ultimately, then, dual gas and no-gas ability is an advantage, but it's also important to see exactly what such machines come with. Ideally, there should be everything for the unit to be used, in either mode, straight out of the box. We prefer it, too, if you can swap between 0.6, 0.8, and gasless 0.9 mm wire freely without having to invest in new tips or rollers. We also prefer welders that can easily be adapted for both disposable and industrial gas bottles.

WIRE FEED: One of the biggest criticisms of DIY MIGs has been temperamental wire feed, especially at lower speeds. In such conditions, even the most talented welder will struggle to make decent joints if wire delivery is sporadic. Consequently a heavy duty feed mechanism is a major bonus.

TORCH: Getting the perfect weld is heavily reliant on having the torch at exactly the right angle. And that's made easier if there's a decent length of hose between the machine and the torch. Detachable Eurotorches are one step better because, in theory, you can extend the length between machine and torch to almost any length.

MIG MUSTS

- Choose your gas carefully. For mild steel avoid pure Argon, which always produces a joint that looks cold and lacking in penetration – even if actually sound. Carbon Dioxide (CO2) is classed as an active gas, because it actively attacks the surface film of the weld pool – aiding penetration. Technically, using pure CO2 is classed as MAG welding (Metal Active Gas), and it's often beneficial on thicker steels. But thinner joints can prove difficult.

An Argon/CO2 mix is the best all rounder, and it's a good reason to swap to an industrial bottle. BOC's Argoshield and Energas' MigWeld cut a tiny amount of oxygen into the Argon/CO2 mix, which wets the weld slightly and makes it flow better. Whilst Argon/CO2 mix is available in throwaway bottles, the more exotic mixes aren't.

- Disposable bottles are expensive and inconvenient if you do a lot of welding. But upgrading to bigger bottles no longer means paying bottle rent. Many companies run exchange schemes where you pay an initial deposit plus a fee for your first bottle. When that runs out, you simply swap the bottle, paying only for the new gas. A bottle of Argon/CO2 mix is £129 at thewelderswarehouse.com (Milton Keynes, but other schemes are available nationwide). Thereafter, swapping an empty bottle for a full one costs £69.

- Entry level MIGs generally have relatively fragile wire feed mechanisms, so take care of them. Set the rollers to the minimum amount to ensure decent wire feed. If the wire reel has an adjustable tensioner, set it to give just enough drag to prevent the reel spinning on its own when you release the torch trigger. You may have to increase this tension if you dramatically increase the wire speed. Finally, release the roller tension completely when finished.

- Be careful with your wire too. Despite being copper coated, it does rust – especially if welders are stored in damp garages. Rust quickly blocks up the torch liner, causing wire feed problems. In fact, if wire feed suddenly deteriorates, removing the wire, tip, and blowing the liner out with compressed air is often all that's needed to solve the problem. Due to this rust issue, it's always best to stick with small reels for hobby usage – hopefully you'll finish it before the corrosion sets in. And never be tempted by cheap, slightly rusty, reels sold at autojumbles. Unless, of course, that is, you enjoy stripping your welder down frequently!

BLUEMIG BM-140T

COMMENTS: It's more of the same from BlueMig, but this time with a slightly reduced top end, max current is 140 rather than 150 Amps, and a fixed torch rather than detachable Eurotorch. Length drops, too, from 2.6 to 1.8 m – a little shorter than many, but not restrictive. In terms of the welding you're likely to do on your Land Rover, this machine covers all bases. You don't really miss that extra 10 Amps capability. This welder feels like a much dearer professional unit. Superb results were achieved on thin and thick metal. Build quality, including an incredibly robust wire feed mechanism, is one of the unit's highlights. Lack of any accessories is still a minus, but more acceptable at this price level.

PRICE: £199.00

PRICE FROM: www.

thewelderswarehouse.com

WEB: www.thewelderswarehouse.com

CONTACT: 01908 699802

PERFORMANCE: 8/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 14/20



CLARKE MIG196 TURBO

COMMENTS: Essentially a beefed-up version of the Best Budget Buy, with an improved current range – 40-180 Amps – and a scaled-up duty cycle to go with it. You can actually weld almost continuously at 60 Amps, making this well worth considering for prolonged and intensive chassis work. Like its smaller sibling, the unit doesn't have the quality feel of the Bluemigs or the SIP unit. Again, the torch is far from slick.

PRICE: £239.98

PRICE FROM: www.machinemart.co.uk

WEB: www.clarkeinternational.com

CONTACT: 01992 565300

PERFORMANCE: 7/14

IS IT WORTH THE MONEY? 5/6

OVERALL SCORE: 12/20

WOLF PROFESSIONAL MIG140

COMMENTS: Here's a machine that's completely ready to use out of the box. Even more impressively, everything you'll need for gas or gasless welding is included. All for less than £200. Too good to be true? Possibly. A slightly feeble and painful-sounding wire feed set-up makes wire delivery speed a little inconsistent.

PRICE: £199.99

PRICE FROM: www.ukhs.tv

WEB: www.ukhs.tv

CONTACT: 08448 092592

PERFORMANCE: 8/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 14/20





SEALEY MIGHTMIG 150

COMMENTS: With its large wheels and room at the back for either disposable or small industrial bottles, this machine looks far dearer than its sub-£200 price tag. It comes with everything needed to start welding in gasless mode. 0.6mm tips and rollers are provided, meaning you'll only need wire, a gas bottle, and a regulator to convert to gas usage. The welding range of 30-150 Amps gives good results across the board. Welding thin metal proved easier than with the Clarks, even if slight variations in wire delivery speed robbed the unit of Bluemig/SIP smoothness.

PRICE: £178

PRICE FROM: www.toolstop.co.uk

WEB: www.sealey.co.uk

CONTACT: 01284 757500

PERFORMANCE: 5/14 **IS IT WORTH THE MONEY?** 5/6

OVERALL SCORE: 10/20

CLARKE MIG145 TURBO

COMMENTS: Easily the best package for less than £200. The 35-135 Amp range is very good, the unit is ready to use out of the box in gasless mode, at 2.2 m the torch is longer than most. But you need to be on your toes to get decent welds on thin material. A poorly fitting, difficult to latch, side panel, and slightly clunky torch design are the most obvious compromises made to hit that ultra keen price.

PRICE: £179.98

PRICE FROM: www.machinemart.co.uk

WEB: www.clarkeinternational.com

CONTACT: 01992 565300

PERFORMANCE: 7/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 13/20



KENNEDY KEN-880-1920K

COMMENTS: The dearest contender in the group and, a bit like the BlueMigs, this has a well finished quality feel that so many here don't. The welding arc is beautifully smooth and stable on thicker steels. Sadly, for body-thickness metal, the machine is too fierce, and even the most gifted welder will struggle to avoid blowing holes. Out of the box, the unit is ready to go in gasless mode, but you'll need to splash out on wire, a reg, a gas bottle, and tips for gas operation too.

PRICE: £297

PRICE FROM: www.cromwell.co.uk

WEB: www.cromwell.co.uk

CONTACT: 0116 288 8000

PERFORMANCE: 5/14

IS IT WORTH THE MONEY? 1/6

OVERALL SCORE: 6/20



DRAPER 11973

COMMENTS: With its 40-120 Amp range, this could almost be viewed as a gas/gasless alternative to BlueMig's gas-only 140T. On thick steel the unit works really well, but on thinner material the performance is, frankly, infuriating. The tiniest turn of the wire feed control changes the output from burn-through over exuberance to inconsistent spattering. Although no regulator is supplied, it hooks up to both mini and industrial bottle regulators.

PRICE: £227.95

PRICE FROM: www.tooled-up.com

WEB: www.drapertools.com

CONTACT: 0238 0494333

PERFORMANCE: 5/14

IS IT WORTH THE MONEY? 3/6

OVERALL SCORE: 8/20

SIP WELDMATE T166

COMMENTS: SIP's venerable Migmate range won many friends, over the years. So how does its successor fare? Once again, the focus seems to be on delivering the best welding performance possible. And though not quite as smooth as the Bluemigs, this is easily the next best all rounder. On the other hand, though, it's a dear machine for its rather limited 30-105 Amp welding range. You'll need to fork out for wire, a regulator, and the gas itself to use the unit in gas mode.

PRICE: £244.77

PRICE FROM: www.sip-group.com

WEB: www.sipuk.co.uk

CONTACT: 01509 500300

PERFORMANCE: 8/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 14/20



VERDICT

Both BlueMigs were easily the nicest to use, and we loved their robust durable construction. They're made in Europe so replacement parts should be easy. The lack of extras is a problem only for first-time welders. And few of us stick with disposable gas bottles if doing any quantity of welding, so the large bore hose provided – sized for most industrial bottle regulators – is more useful than a quickly redundant mini-regulator and disposable bottle.

SIP's Recommended Weldmate T166 is a nice machine, in terms of performance and finish. The choice of gas or gasless operation is a bonus, over the BlueMigs, and being able to use the unit straight away – albeit in gasless mode.

Wolf's MIG140 is stunning for the money, but the wire feed is a slight concern, though it didn't affect welding performance unduly.

Our final award winner is Clarke's Best Budget Buy: the Mig145 Turbo. It's well priced, welds brilliantly, and has a good current range. Again, it's a little concerning that all three Clarke models suffered quality/finish issues – albeit mostly minor ones.



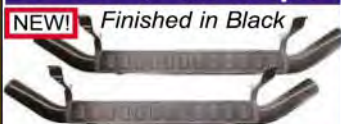
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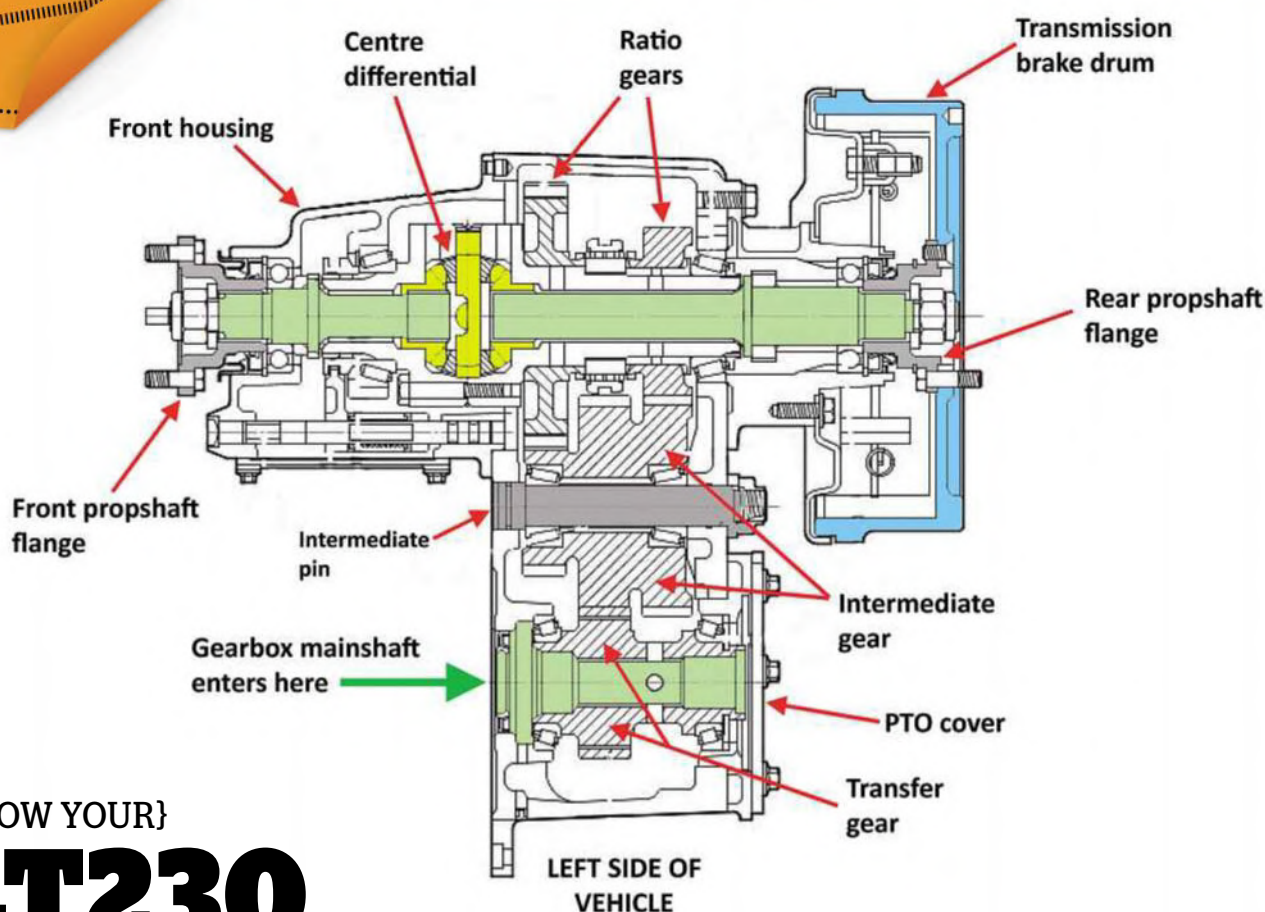
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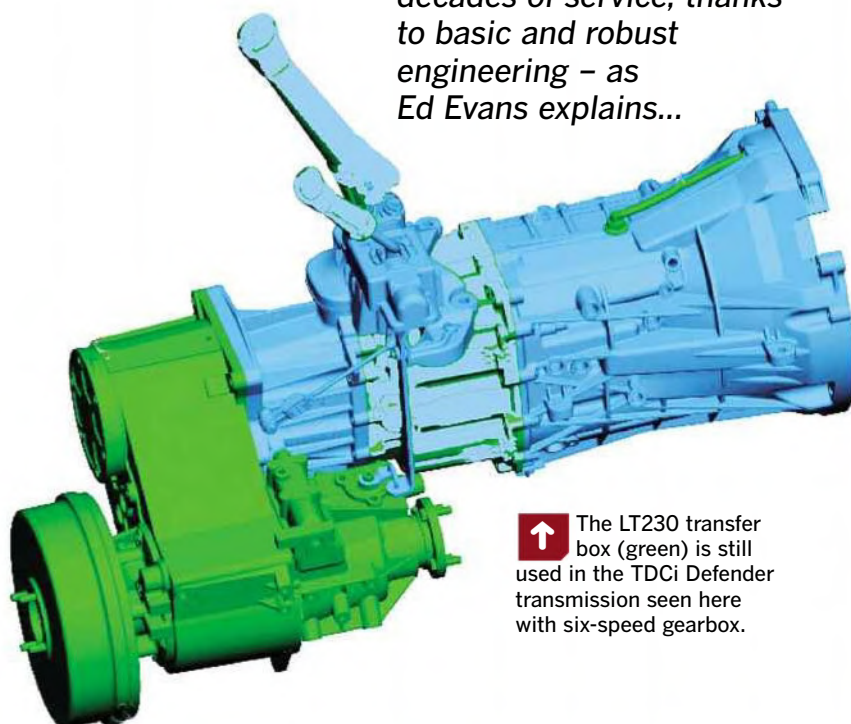
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LT230 TRANSFER BOX

It's still the hero of Land Rover's 4WD system after decades of service, thanks to basic and robust engineering – as Ed Evans explains...



 The LT230 transfer box (green) is still used in the TDCi Defender transmission seen here with six-speed gearbox.

The LT230 is the most prolific Land Rover transfer box, and it's certainly stood the test of time and survived arduous use. Extreme off-road driving and heavy towing can have a detrimental effect on most drivetrain and suspension components, but the transfer box usually seems to hold out against the odds, only succumbing to relatively minor issues. From an engineering point of view, the transfer box isn't rocket science. It's basically one gear set transferring the drive from the gearbox across to the right of the vehicle and then splitting the drive fore and aft to the front and rear propshafts. A differential (which is similar in design to an axle differential) sits effectively between the front and rear output drives.

It might be conventional engineering, but the fact that this design stayed in business from the One Ten of 1983 to the Discovery 2 which finished in 2004, and still lives on in the current Defender, is testament to brilliant design and manufacturing. That's 32 years, and it still hangs together despite masses of extra torque being put through it by modern electronically performance-tuned and re-engined Defender specials. In fact the original transfer box principle, albeit without permanent four-wheel drive, dates back to the Series I of 1948.

> HOW IT ALL WORKS

THE TRANSFER box is the heart of the beam axle Land Rovers' four-wheel drive system. It transfers the drive (from the gearbox) across and out at the front and rear of the transfer casing to drive the propshafts to the front and rear axles. Unlike the earlier transfer boxes on Series Land Rovers which had rear-wheel drive and manually selectable front drive, the LT230 provides permanent drive to both axles, thanks to its integral differential.

Centre diff

A so-called centre differential inside the transfer box allows the relative speeds of the front and rear propshafts to vary, thus allowing the front axle to rotate faster than the rear, which it needs to do when turning a corner. The downside of the centre differential is that, if a wheel on one axle loses grip and spins, all the transmission torque will be sent to that wheel (it takes the path of least resistance). So, the axle that does have grip doesn't receive any drive, and the vehicle is stuck. That's where the transfer box's centre diff lock comes in. Operated by the short lever in the cab, it locks the differential so that both propshafts rotate together, and are no longer independent of each other. So, if the rear axle now loses grip, the front axle will still be driven, keeping the vehicle moving



(usually). As diff lock lever is used, its linkage operates a selector fork, which moves a dog clutch on the centre diff's shaft to engage with a gear on the front output shaft, locking both drives together.

Centre diff lock is intended for off-road use on loose ground where the tyres will slip a little to accommodate the difference in front/rear axle speeds when cornering. It should not be engaged on the road, or other firm surface, because the tyres are unable to slip, resulting in high stress in the driveline (otherwise known as transmission wind-up).

Hi and low ratios

As we know, the transfer box also provides the choice of high or low ratio

gearing, selected by fore and aft motion of the same lever as is used for difflock. Diff lock works in either ratio, and also works with electronic traction control (if fitted).

The transfer box is, of course, driven by the gearbox mainshaft which protrudes into the transfer box casing to drive the transfer gear. This, in turn, drives the intermediate gear, which continually drives the high and low ratio output gears on the right-hand side of the transfer box. These ratio gears rotate on a splined hub on the centre diff's rear shaft. When the ratio lever in the cab is moved, high or low ratio is engaged by a selector fork as it locks the chosen gear to the centre diff's rear shaft.

> TRANSFER BOX TYPES

THERE HAVE been several incarnations of the LT230 transfer box since it was first introduced on the pre-Defender One Ten model to provide permanent four-wheel drive via its centre differential. All versions share the same basic design and external dimensions, and they also share a similar low ratio (3.2:1 on Discovery for instance). The high ratio gears vary according to the vehicle model, with Defenders generally having a lower ratio than Discovery models. Typically, an early Defender would have a high ratio of 1.41:1 and a Discovery would have 1.21:1, though there are exceptions. Remember, the lower the ratio number, the higher the gearing.

LT230R was fitted to a few early utility models and has the lowest high ratio of all, at 1.667:1 (same ratio as the LT95 combined gearbox/transfer box fitted to early V8 utility and Range Rover models)

LT230T is the most common variant, fitted to 5-speed and some auto Range Rovers up to 1989, Ninety, One Ten, and Defender (except 4-speed V8s), and Discovery 1. Post 1989 Range Rovers had chain-driven Borg Warner transfer boxes.

LT230Q was fitted to Td5 Defenders onward, and is slightly quieter in operation (hence the Q) thanks to different gear geometry, more teeth on the gears, and

improved bearings.

LT230SE the SE version was fitted to Discovery 2. It is similar to the LT230Q and has the same gearing ratios, though the torque handling capacity is higher. There are subtle internal changes such as a selectable spacer (replacing the collapsible type) for setting the intermediate gear bearing preload. The front output flange and mud shield is improved, and Discovery 2 model-specific changes include absence of speedo drive gears (D2 uses an electronic sensor), and the diff lock lever was removed and/or the diff lock mechanism itself, depending on production date.

Earlier boxes

As mentioned, the LT230 gear principle is derived from earlier transfer boxes fitted to Series models, which mostly had permanent rear-wheel drive only, with manually selectable front drive (all Series vehicles are in permanent four-wheel drive when low ratio is selected). But permanent four-wheel drive appeared first on the Series I between 1950 and 1954, though that was achieved using a freewheel device on the drive to the front axle. Permanent four-wheel drive re-appeared in the Series III Stage One V8 model (1979-85) using the same LT95 combined four-speed gearbox and

transfer box unit as the early Range Rover, with its vacuum operated centre diff-lock.

Identifying the transfer box

When buying components or considering a ratio change we need to know which LT230 transfer box is fitted, but transfer boxes tend to get swapped around as used boxes replace worn units, or vehicles are re-gear. The ratio of the transfer box may be shown on a label attached to the rear of the casing, otherwise you will be able to find the serial number on the lower rear face or on the rear bottom of the left side (below the PTO cover). But even this may not necessarily confirm the ratio, because the gear set may have been changed in the past.



The serial number is found on the lower rear corner below the PTO cover, or just round to the left side.



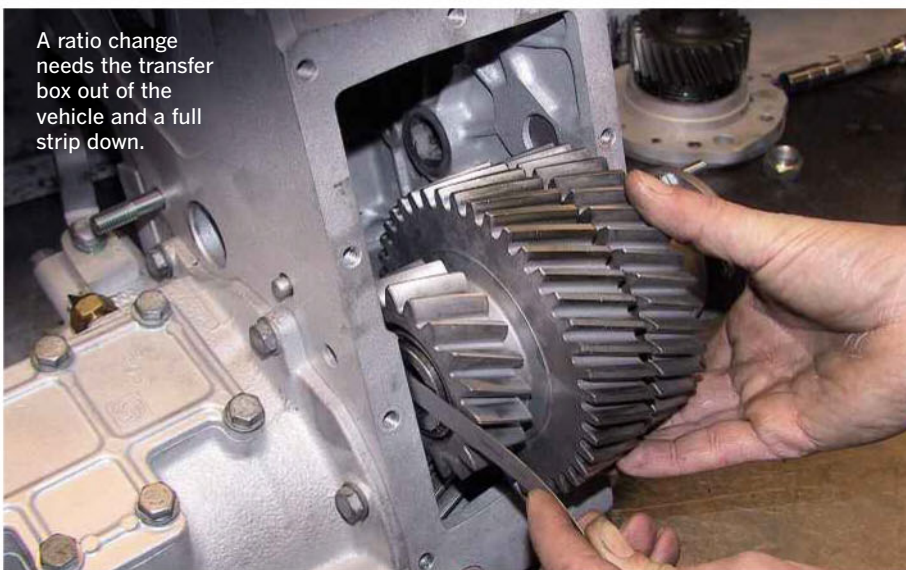
> CHANGING THE HIGH RATIO GEARING

MOST DEFENDERS seem low geared for motorway and main road driving. It's practical to increase the gearing by around 15 per cent by swapping the gears in the transfer box for a higher ratio Discovery gear set. This only increases high ratio, leaving low ratio as standard, which might be needed for off-road or towing work. But, with Tdi Defenders and especially the earlier (pre-Tdi) Ninety and One Ten models, the engine has to be in good fettle to pull the increased high ratio, and it's important also to consider the type of use the vehicle will be put to, and whether the vehicle has already been effectively up-geared by fitting oversize tyres.

The differences between Discovery and Defender gearing are not straight-cut. For example, the early Discovery Mpi model has a lower high ratio, similar to that of the Defender's 1.41:1 ratio. Conversely, the 50th Anniversary Defender 90 (if you're lucky enough to own one) and the TDCi models have a 1.211:1 ratio, similar to a late Discovery 1 and all Discovery 2 models. There are other anomalies, such as the 2.5-litre naturally aspirated One Ten which has a very low 1.667:1 ratio, in which a Discovery ratio would be too high for heavy towing, given the low engine performance, though an increase to the Defender 1.41:1 ratio might be practical.

Higher gearing is unlikely to provide any meaningful reduction in fuel consumption, so don't expect a return on the investment, though it will noticeably cut noise levels at speed.

A Discovery transfer box can be fitted



A ratio change needs the transfer box out of the vehicle and a full strip down.



↑ Options: increased high ratio (left), standard ratio (centre), and extra low (right) which can counter the effect of larger tyres.

into a Defender (no point in TDCi which has the same ratio as Discovery), but two M8 holes will need to be drilled and tapped into the casing to accept the Defender handbrake linkage in place of the Discovery's cable-operated system. If using a Discovery 2 transfer box the diff lock linkage may need to be swapped over if not already fitted.

Discovery gear sets are available from suppliers such as Ashcroft Transmissions. To install a gear set, the transfer box needs to be removed from the vehicle, and it's wise to consider replacing bearings and seals while the unit is dismantled, for which rebuild kits are available.

> GEARBOX SPLINE FAILURE

THIS IS actually a problem with the gearbox mainshaft which engages and drives the transfer box input gear. It was common a few years back, and most of the affected transmissions will, by now, have been rebuilt or at least fitted with the later, improved transfer gear. It is no longer a common occurrence, but worth being aware of on older vehicles.

The problem was attributed to lack of lubrication on the mating splines of the mainshaft and transfer gear. This was sorted in the later R380 gearbox by fitting a transfer gear that was cross-drilled, allowing oil to flow through the drillings to reach the splines.

The symptom is a distinct knock from the central transmission area when taking up the drive, but especially if the vehicle was rocked back and forth by moving from first to reverse gear. A knock can be produced by plenty of other components though, including worn radius arm bushes, propshaft universal joints, A-frame joints and bushes. So a good check around is vital before getting worried about the mainshaft. If you

hear a knock and suspect the mainshaft splines, investigate by removing the Power Take Off (PTO) cover from the rear of the transfer box. There's no need to drain the oil before removing the cover, unless you suspect it is over-filled, in which case remove the filler plug first to see if any excess drains out. If you see rust and fine metal shards in there, the debris will be from the mainshaft's worn splines. If the vehicle is put into first gear and the handbrake released (on level ground with wheel chocks to prevent excess rolling) you may be able to see the movement by nudging the vehicle back and forth from underneath. The transfer gear can be removed here to inspect the mainshaft splines.

The answer is usually a new mainshaft and a new transfer gear (of the cross-drilled type). As this work demands a strip of the gearbox, it's usually cost-effective to fit a recon gearbox.

A gearbox serial number with suffix F suggests a cross-drilled gear is fitted, though many earlier boxes have been retrofitted with the improved gear.



↑ This is typical damage caused to an early LT77 gearbox mainshaft by wear and corrosion of the splines.

“The problem was attributed to lack of lubrication on the mating splines”

> DISCOVERY 2 CENTRE DIFF-LOCK

Some Discovery 2 models have the high/low ratio lever, but no option for diff lock. Lever can be retrofitted, but it isn't necessary with traction control.



EARLY DISCOVERY 2 models do not have a centre diff-lock lever in the cab because they have electronic traction control (ETC), which eliminates the need for it. Traction control uses the ABS system to lock any wheel that spins, thus preventing all of the torque being transmitted to a spinning wheel. Hence, full torque is always transmitted to the wheels that have grip. Some owners still prefer to have a centre diff lock (which can be retrofitted) on the grounds that it gives a little more driver control and ability in some more extreme off-road situations.

The earliest Discovery 2 models still had the diff lock mechanism fitted but no lever, and a kit is available to install the lever and linkage to operate the existing mechanism. This applies to transfer boxes with serial numbers prefixed 41D and 42D. You can check by feeling the top of the transfer box front housing. If it is smooth, you don't have the internal mechanism, but if you feel a screwed stud projecting upward, you have the mechanism and just need the lever kit.

For subsequent vehicles that do not have the mechanism nor the lever (diff



↑ If the diff lock mechanism is fitted, you can see or feel the threaded stud rising from the top of the front housing (foreground).



↑ Ashcroft Transmissions supply this centre diff lock kit including a new front housing. A lever will be needed too.

lock was available as an option when new), Ashcroft Transmissions produce a kit, which includes a new front housing and the necessary parts and seals. This applies to transfer boxes with serial numbers prefixed 61, 62, 69 and 70D. You'll also need the above lever kit.

TYPICAL PARTS COSTS

THE FOLLOWING parts are available from Ashcroft Transmissions (ashcroft-transmissions.co.uk) and are subject to VAT and, in some cases, a core deposit. It's also worth checking Ashcroft's website for their FAQs and gear ratio calculator.

- LT230 transfer box: £495
- LT230 rebuild kit: £95
- 1.222 gear set: £275
- Sleeved (for intermediate pin) transfer casing: £75
- Discovery 2 centre diff-lock update kit with new front housing: £225; lever kit: £245.

> PROBLEM SOLVING

Stiffer steering: The steering feels tighter, with more ground effect and feedback.

This is a normal effect of driving with diff lock engaged, especially when reaching firmer ground where the tyres are less able to slip to release transmission wind-up. If so, it may be appropriate to come out of diff lock, to reduce the stress on the transmission.

Cannot select diff lock: The lever moves to select diff lock, but diff lock does not engage and the light does not come on.

The linkages may be stiff or seized due to lack of use. If so, it is possible, though fiddly, to clean and lubricate some of the linkage underneath the vehicle and to work the lever for a while to free it off. Otherwise, with the transmission floor cover removed for access, check the lock nut holding the operating arm to the pivot shaft is tight, and that the arm is correctly located on the shaft.

Difficult to disengage diff-lock: You can feel the steering pull associated with diff lock, and the warning lamp is on, even though the lever has been moved.

When disengaging the diff lock it's often necessary to reverse a short distance.



Oil leaks from the front face suggests the intermediate pin, here, has worn the bore in the casing. Ashcroft Transmissions can re-bush the casing.



↑ Oil seeping from the transmission brake drum is a sure sign of a failed rear output shaft oil seal.

This is a normal feature of the four-wheel drive system. Otherwise, the internal linkage will need to be checked by lifting the transmission cowl to gain access. The switch for the difflock warning lamp, on top of the transfer box front housing, may be incorrectly adjusted, and need screwing out slightly.

Front output flange movement: The transfer box flange to the front propshaft can be moved up and down slightly.

Slight movement can be expected here because there is always slight clearance in the parallel roller bearings supporting this flange, so it is unlikely to need attention. If movement is excessive, or there is an obvious problem, the bearing will need replacement.

Whining noise: Heard generally from the transmission area.

Whining is usually bearing noise, and it's most commonly caused by the axle or final drive (differential) bearings which can transmit along the chassis. So it's necessary to be sure before blaming the transfer box. The simplest way is to ask a garage to run the transmission on a wheels-free lift while listening underneath for the source of the noise. If the transfer box is the culprit, the wear is likely to be in the front or rear output bearings, or both.



↑ Diff lock warning switch is positioned on top of the unit, seen here from the side with cover plate removed, exposing selector mechanism.



↑ If an output flange is grooved here from oil seal contact, fit a new flange, or the grooving will damage the new oil seal.

No traction unless diff lock is selected.

Expect an axle problem such as a broken halfshaft. If so, with diff-lock disengaged, the propshaft for the defective axle will spin when you let the clutch out.

Oil leaks from front or rear output flange:

Leakage from the rear flange might also contaminate the transmission brake shoes with oil.

It's possible to disconnect the relevant propshaft, remove the flange and replace the seal in situ. When the flange is removed, check the condition of the plain surface of the flange stub where the oil seal touches. The seal can wear a groove, and that damage will quickly destroy a new seal as it rubs against it. If that is the case, fit a new flange with the new seal.

Oil leaking from centre of front face.

Oil can leak from the intermediate gear pin which passes through the front of the casing between the front housing and the gearbox. It has an O-seal, but the pin has likely worn the hole in the casing.

AVOIDING PROBLEMS

- Check the oil level and change the oil at the intervals prescribed in the service schedule, and do this more frequently if the vehicle is regularly used off road and especially for wading.
- At oil changes, inspect the colour of oil that comes out. Grey oil suggests water contamination due to wading. It's certainly due for changing. The drain plug is magnetic, and will normally have a cluster of fine particles on it that can be wiped off. Large particles or fragments warrant investigation.
- Keep a check for oil leaks from gaskets and oil seals, and have them fixed if significant leakage is taking place.
- Check that transmission breather pipes are clear and functioning, otherwise there is a risk of oil seal damage and water ingress.
- Avoid spinning wheels. When this happens, ease off and engage difflock. Aggressive wheel spins can terminally damage the centre diff.
- Taking care of the transfer box, as with any other component is largely a matter of correct use and timely servicing, attending to problems in good time, and driving the vehicle with consideration for the stress that mechanical components are being put through. Aggressive driving seriously accelerates wear and induces stress.



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DISCOVERY COMMERCIAL

1998, Discovery 300Tdi Commercial, dark metallic Green, registered 1/8/98, V5 present, 164,000 miles, MoT 16/04/2016, good condition for year, runs well and is reliable, has usual Discovery corrosion but has had both sills replaced, new clutch at 147k, cambelt, rear discs and pads at 152k, Insa Turbo Dakar tyres with 10-12mm tread, owned for the past nine years, situated at Hythe, near Southampton, any questions phone evenings, £950. 023 8084 7692 (Hythe)

£1000 - £2999



RANGE ROVER VOGUE EFI V8

1990, Range Rover EFI, 3.9 V8 SE Auto, Ardennes Green metallic, grey leather interior, only two owners from new, seven months MoT, car runs and drives like a dream, good condition, please ring any time for more information, £2450 ono. 07811 177400 (Somerset)



SERIES III PICK-UP

1980, Series III pick-up, it was commissioned by the military in 1980 as a 109in single cab cloth roof radio car, 67 HG 69 reg, nice to drive on- and off-road, 12 inch bob-tailed, rear tub and chassis, white bead lockers fitted on a Wella meteor, wheels all fitted with inner tubes for running ultra-low pressure off-road, snorkel with K&N air filter, comes complete with spare wheel, 1969 ex-military jerry can, foldaway shovel and two integrated lockable tool boxes in the checker plated rear pick-up back, undersealed from new so no rot, new rear cross member installed when the chassis was shortened during bob-tail process, three previous owners, 2.0 petrol with four-speed manual, great condition, £2500. 07545 514272 (Chester)



DISCOVERY

1993, Discovery 200Tdi, 133,000 miles, manual gearbox and gold seal engine, heated front windscreen fitted 2014, MoT December 2015, tyres have done less than 3000 miles, service history over the last five years, not perfect, but pretty good, £2000. 07941 250170 (Sevenoaks)

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RANGE ROVER P38

1996, Range Rover P38 4.6 auto HSE, good condition, nice clean cream leather interior, MoT'd until Feb 2016, comes with an extensive service history with receipts mounting to over £12,000, all tyres are good, lovely drive, body work is okay, but does have its age-related dinks and scrapes, the headlining is coming away at the rear, only four former keepers, has had the rear upper tailgate refurbished and the spare tyre and jack is included, the air suspension does everything it should do, the mileage on the clock shows 107,638 as it had a new computer in its early days, but this is all fully documented in its history and shows up on any HPI check, any questions or queries contact me (Andy), £1695 ovno. 07850 499305 (Fenny Compton)



SIIA LIGHTWEIGHT

1970, rare SIIA Lightweight, 12V, 2.25 petrol, tax exempt, MoT, nut and bolt restoration in 2007 on new chassis, new hood, tyres and seat belts, in great condition, one of the best you will ever see, £7995. 01983 613480 (Isle of Wight)



DEFENDER 90

1989, Defender 90, 80,000 miles, available for restoration, been off the road from 2011, chassis ok, no MoT, £1000. 07448 297138 (Barnstaple)



DISCOVERY 300 TDI ES

2005, Discovery 300 Tdi ES, 116,000 miles on the clock, full leather interior, electric windows, seats and twin sunroof, nothing leaks, very tidy truck, smooth runner, has had some welding to boot floor, MoT until November, should easily go through next one, £1200 ono. 07504 295715 (Uckfield)



SERIES III PETROL

1982, Series III SWB, petrol, 88,000 miles, 12 months MoT, new brake cylinders, one owner 30 years, FSH, many new parts, good condition, priced to sell, not being used, £2100. 01473 311665 (Ipswich)



SERIES 3 SWB

1979, Series 3 SWB, 2.25 petrol, fairly tidy condition for her age, the only two major issues with her is the A pillars could do with being replaced and the rear door inner frame needs to be replaced or a new rear door fitted, she has MoT until November, around 84,000 miles, Selectro freewheeling hubs and Fairey Overdrive fitted, too many extras to list, works perfectly well, offers around £2750 to part with her really, but I understand she still needs work to be perfect - however this is a 36 year old Farm Utility vehicle. 07411 519100 (Ipswich)

DEFENDER 110 EX-MILITARY

1987, Defender 110, ex-military, 200,000 miles, finish green, nice condition, MoT until 12 June 2015, can arrange to put 12 months on, been well maintained and is running great, any questions just ask, £2300. 07424 054626 (Hereford)



DISCOVERY 300 TDI

1995, Discovery 300Tdi, 175,000 miles, my pride and joy, loads of money spent in the last three years, cambelt changed, new head, radiator, water pump, bearings, battery, all tyres six months old, engine gearbox serviced, all usual rot spots boot floor, inner outer seals, inner wings replaced, rear bumper could do with a paint, the chassis is solid with no rust, good reliable Disco only for sale as I am away all week so used for one dog walk once a week, MoT Dec 15, comes with a dog guard/boot liner and cover, open to sensible offers, £1700. 07834 609042 (Dover)

SERIES III 109 HARDTOP

1971, SIII petrol in red, 11 months MoT, tax exempt, engine rebuild, 99k miles, good general condition, not pristine but drives very well, offers over £1800. 01929 424918 (Swanage)

£3000 - £4999



DEFENDER 90

1995, 200Tdi, Epsom Green, PAS, original, 106,458 miles, MoT September 2015, full Exmoor Trim, acoustic matting, garaged, swing way rear wheel, bulkhead good, s/s tub, new lights and suspension, £4995. 07753 182882 (Buckinghamshire)



DISCOVERY 2

2000, X reg, 4.0-litre V8 Auto, 120,000 miles, history, always garaged, full electric, leather, year's MoT with no advisory notes, manual non-leaking sunroofs, rear camera, five seater, factory storage boxes, £2495. 07753 182882 (Gerrards Cross)

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SERIES III EX-MILITARY POLICE

1976/77, Series III, ex-military lightweight, 54,000 miles, amazing condition, looking for new home, solid bulk head, footwells and chassis, low mileage, Gibraltar registered, £4500. 01789 266107 (Stratford upon Avon)



DISCOVERY 2 TD5

2000, W reg, 143,000 miles, full service history, long MoT/tax, engine chipped by Td5 alive, all-round privacy glass, grey leather/suede interior, well cared for, owned 11 years, loads of receipts, £3500.

07887 727749 (Walsall)



SERIES III

1980, Series III, 70,000 miles, taxed until July 2015, MoT February 2016, lots of new parts fitted, comes with lots of history, £4000.

01235 537754 (Oxford)



SERIES I

Date of first registration 04 June 1956, original petrol engine, 68,000 miles, starting, just needs minor restoration to chassis and bulkhead, been off the road for last ten years, £3000.

07440 107927 (Camelford)

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SERIES III LIGHTWEIGHT

1972, Series III 88 n lightweight, Rover 3.5 V8, twin SU, 11 months MoT, 90,000 miles, tax exempt, overdrive, power assisted steering, Kenlowe fan, roll bar, good all-terrain tyres, new bikini roof, frame and curtain in sand colour, sounds brill, used regularly, £3950. 07856 783322 (Lichfield)



SERIES III

1980, Series 3, 88in station wagon, safari roof, petrol, 22,472 miles, MoT March 2016, used regularly, fair condition, new carburettor, overhauled brakes, new speedometer, just serviced, part service history, £4495.

07753 309896 (Pulborough)



RANGE ROVER P38 VOGUE SE

2002, Range Rover Vogue, 4.6 litre V8 petrol engine, automatic gearbox, climate control and satellite navigation including discs, spare key, electric mirrors, windows and heated windscreen, Harmon Kardon CD changer stereo system, 119,500 miles, full service history and full MoT, Pirelli Scorpion Zero tyres in good condition on alloy wheels, side steps, excellent condition, well cared for vehicle in Deep Forest Green metallic, £4750. 07802 483214 (Leicester)



DISCOVERY 2 FACELIFT

2002, Discovery 2 Td5 GS facelift, 227,517 miles, all mileage is business use, tax and MoT until October 31st 2015, many modifications, VGT All sport turbo, All sport intercooler, top end replaced, EGR blanking kit, remap, boost turbo pack, K&N air filter, 20 mm spacer kit, two inch lift heavy duty,

Terrafirma steering damper, Terrafirma heavy duty steering rods, plus many more, full service history, performance parts done by TMD, main reason for sale want a new project, £offers. 07921 974428 (Maresfield)



LANDROVER 110

1986, 110, vgc, MoT September, much loved, well cared for, chassis up rebuild, totally straight, body off panel by panel respray, tuned V8 with certified LPG conversion, modular wheels with good innsaturo 235/85/R16 tyres, reason for sale wife won't drive her says it's too big & powerful, £4200 07761 819706 (Scotland)



EX-MILITARY DEFENDER 90

2002, ex-military 90, 114,000 miles, well maintained with many new parts fitted, snorkel and winterised, very good runner, £3000.

07801 855087 (Bracknell)



SERIES 3 LIGHTWEIGHT

1980, Series 3 Lightweight, 2.25 petrol, 60,000 miles, overdrive/superwinch, 7.5x16 tyres, Turner Eng head (unleaded), MoT May 2016, service history file with all maintenance invoices for many years, chassis Waxoyl'd, LR serviced, usual Lt Wt extra, good canvas hood, Kenlowe fan, oil cooler, plus lots of light switches and lighter steering, adjustable towbar, rear guard, can be delivered, £3400. 07767 443447 (Killinchy)

DEFENDER 110 TD5

2002, 110 Land Rover Defender TD5, 140,000 miles, MoT until November 2015, regularly serviced and maintained, used in my business for the past eight years and I am the first owner since it was sold by the Royal Navy, reliable truck and I will be sad to see it go, the back has been professionally fitted with bespoke storage and shelving units that would suit a number of trades and uses, the cab has been divided from the back though this could be easily removed if required, earlier this year it had a new

clutch and dual mass flywheel, also a fuel pump, rear shocks, brake discs and pads, wheel bearings, cv joints and UJs, has not been chipped or messed with, chassis sound with no rot, £4950. 07944 366380 (Stafford)

SERIES 388 STATION WAGON

1982, Series 3 Station Wagon, 72,300 miles, power steering retro fit, recent new clutch and master/slave cylinder, parabolic springs, overdrive and freewheeling hubs, new rear chassis and cross member (dinatrol injected), new petrol tank last year, used daily and runs well, offers accepted, £4995, 07745 755198 (Blackburn)

£5000 - £9999



DEFENDER SPORT 200TDI

1993, Polar White, sx seats, front Recaro, QT steering wheel, deep-dish 16 inch alloys with 255/85 Discoverer ST tyres, never off-road, Mohair hood, two sets of keys, lift-off doors, year's MoT / tax, £6995.

07753 1882882 / 01753 647441 (Bucks)

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COUNTY 110 V8 STATION WAGON

1983, a rare opportunity, very original car, 130k miles from new, three owners, all interior original, no cuts or marks, door cards superb, two keys, MoTs from new, most invoices, recent work: B posts both sides beautifully welded in (doors off), so underneath spot on, new exhaust, battery, distributor cap and leads, new rubber mounts, new alternator, service, new engine belts, new viscous coupling, MoT until November 2015, centre cubby box, runs, drives, brakes and steers spot on, PAS, in original colours and decals, so new owner can choose to paint, or polish, but can see it in original state, much money spent, sliding windows, and recessed door opening, 11 seats, £5700.

07763132855 (Aberdeen)



DISCOVERY LANDMARK

2004, Discovery, auto, 117,000 miles, great family car, climate control, leather interior, double sunroof, towbar, Koni two inch lift kit, front and rear diff guard and steering guard, polybushed, snorkel and full breather kit, cross-drilled brake discs, plus many more, MoT Feb 2016, please ring for more info, £6600. 07825 643544 (Wisbech)



DEFENDER 110 PICK-UP

2004, Defender 110 pick-up, 117,000 miles, MoT until Jan 2016, good condition for Williams back, I know very little about this vehicle, I have owned it for four years, it has never let me down, used for pulling a horse trailer, it is no longer needed, £8000.

07841 483810 (Winchester)



DEFENDER 90 TD5

2000, Defender 90TD5, 118,000 miles, 12 months MoT with no advisories, full service history, fully polybushed, full roof rack with ladder, like new rear crossmember, good bulkhead, Exmoor trim seats and cubby box, stainless exhaust, four new anti-roll bars and new clutch, tow bar with electrics, sunroof, genuine reason for sale, £8000. 07519 911196 (Moffat)



RANGE ROVER TWO-DOOR

1978, super nice and tidy car without any rust, almost in original condition, 3.5 V8 petrol, new brakes, new ignition (HEI), new roof lining, door panels also new, with sunroof and hitchball, 3.5 tonne, four-speed gearbox with overdrive (Fairey), two seat, £5500. 0045 21917431 (Denmark)

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DEFENDER TD5

1994, Defender Td5, 185,000 miles, Land Rover Green, three front seats and two bench seats with belts, manual five-speed with overdrive, immobiliser, radio and floodlights front and rear, snorkel and new winch (Warn M8000), alloy wheels, great in floods and snow, we have bills/work done from 2012 about £4000, good MoT and tax, £9000. 07763 300007 / mikenash@aol.com

DEFENDER COUNTY 90

1989, Defender County 90, original tidy condition, long MoT, snorkel, towbar, seven seats with belts, just serviced and belts changed, can be exported to America, £5500. 01206 563435 (Colchester)

110 PICK-UP

1989, high capacity pick-up, 27,000 genuine low-mileage factory V8, Waxoyl'd chassis with new front outriggers, no other welding to chassis and solid bulk head, Ramsey RE8000 winch in galvanised HD bumper, Brownchurch Camel Trophy winch protector brush guard, five one tonne rims with Michelin XZL tyres, Mantec steering guard, diff protector/sliders, split charge system with twin Odyssey batteries, Anderson connector, KC driving lights, rear work lights, galvanised First Four tree sliders and roof bars, heated windscreen, Mantec steel lockable cubby box, 100 amp alternator, stainless steel exhaust, Moto-Lita leather steering wheel, LaSalle roof lining, Dixon Bate sliding tow bar, aluminium storage locker with water-sealed twin lockable hatches, new starter motor and brake servo, dry stored, same owner for last eight years, looked after and much loved, but needs a new home, two owners, full service history, next MoT due on 18/12/2015, £7000. 07808 940208 (Biggleswade)



DEFENDER 110 300 TDI

1998 (S), Defender 110, 300Tdi van, R380 gearbox, 65,000 miles, MoT 06/2016, ex-RAF, generally very good condition all round, never been welded and solid throughout, panels all straight, runs and drives very well, Exmoor trim seats and lockable cubby box, viewing welcome and can be test driven, £6200 ono. 07860 696340 (Norfolk)



DEFENDER 90 TD

1992, J-reg, Defender 90 TD, ex-fire service vehicle, 58,000 miles, all original with spare keys, long MoT, tax exempt, £7450. 07775 755843 (Port Talbot)

DEFENDER 90 TD5

2004, Defender 90 Td5 hard top, with side windows, three seats, towbar and electrics, only 41,000 miles, £8500. 01403 730145 (Horsham)



DEFENDER 90 300 TDI 7 SEATER

1998, S reg, Defender 90, 300Tdi, 121,000 miles, good history, MoT until Nov, panoramic windows, Mach 5 wheels (new), fully Waxoyl'd bulkhead, chassis perfect, only used as a car, must be seen, £8500 07831 582211 (Brighton)



SERIES 2A 88

1962, Series 2A, only 3 former keepers, galvanised chassis, petrol, overdrive, canvas top, with truck cab, unleaded head, drives superb, newish tyres/rims, with original reg number which is transferable, good bulkhead, very genuine old girl, £5995 07831 582211 (Sussex)



DEFENDER 90 TD5 HARDTOP

1999, hardtop, 2495 cc turbo diesel, with immobilizer, good overall running condition, Caledonian blue and white, chequer plates over front wings, interlocked winch, plasma rope, full external roll cage, snorkel, off-road front flood lights, tow bar, 'A' frame spare wheel carrier, independent wheel suspension, rear suspension air lockers, on-board air compressor for air lockers

when towing (or for tyres with long hose and pressure gauge), seat covers, loads of spare parts, dual HD batteries, £8500. 07917 103596 (Winchester)

DISCOVERY 3 TDV6 S

Discovery, 56-plate, S model, 121,000 miles, auto, leather heated seats, taxed and MoT October 2015, towing electrics, new front discs and pads, privacy glass, FSH, great condition, well loved family car, £8000. 07831 261487 (Hull)



110 HIGH CAPACITY PICK-UP

1989, high capacity pick-up, genuine low 27,000 mileage, factory V8, Waxoyl'd chassis with new front outriggers, no other welding to chassis and solid bulk head, too many extras to list, dry stored, same owner for last eight years, looked after and much loved, but needs a new home, two owners, full service history, MoT December 2015, £7000. 07808 940208 (Biggleswade)

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DISCOVERY TD V6 HSE 27

2008, Discovery, diesel, 92,000 miles, Dark Blue with black leather interior, heated screens, side steps, tow bar, TV, satnav, FSH, MoT until March 2016, vgc, personal plate not inc, £13,250 ono. 01778 560111 or 07860 336044 (Stamford)

DEFENDER 110

1988, Defender 110, 300Tdi, 12 seats, mint condition, only three owners from new, 125,000 miles, 12 months MoT with no advisories, £12,500. 01945 581529 / 07879414261

DEFENDER 110 XS TD

2011, Defender 110 XS TD D/C, 16,000 miles, MoT/tax, vgc, many extras including sunroof, rear floodlights, Parrot handsfree, heated front

windscreen and front seats, £23,000. 07947 585108

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DEFENDER 90

2009, Defender 90 hard top, 79,000 miles, excellent condition, Optimill Race products demonstrator for last 18 months, extensively upgraded, if you've been to any of the Land Rover shows you will have seen it on the stand, full Optimill hinge kit (doors, bonnet and windscreen), full Optimill vent kit, Optimill interior door handles and surrounds, Momo Nero steering wheel with slimline Boss, half leather genuine fire and ice seats, also genuine fire and ice side runners, matt black bonnet and sill wrap, black badges all round, bluetooth MP3 stereo with handsfree, Wipac LED lights, heated windscreen with variable timer function, cubby box, stainless bolt kit added, includes full front and rear genuine Land Rover mats, ply lined sides, FSH and long MoT, selling due to upgrade. 07742 428117 (Lancashire)



DEFENDER 110 XS DOUBLE CAB

55 plate, XS double cab pick-up, lfor Williams top, excellent condition, 88,000 miles, £13,000 ono.

07766679938 (Birmingham)

DEFENDER 90 XS CWS 2.5

Defender, late Oct 2006 (one of the last six seaters), one owner plus demo, 31,000 miles, no tuning or chip upgrades, full MoT, FSH, no off-road use, regularly Waxoyl'd, injected and coated, XS spec including hydraulic clutch security lock, Kenlowe electric fan, A bar with spots, cherished vehicle with genuine reason for sale, not refurbished or repaired, much admired, looks and drives like new, £17,950.
07904 172968 (Worcester)

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DEFENDER TD5 COUNTY STATION WAGON

2004, 110 Defender Td5 Station Wagon, 9 seats, 2.5 diesel, 132,000 miles, 12 months MoT, FSH and all receipts, Epsom Green metallic with matching seat covers, tow bar and electrics, full factory fitted carpet throughout, radio/cd with factory upgrade to four speakers, cubby box, five nearly new tyres, PAS, LED worklight/additional reversing light, folding rear step, front under ride protection bar, one owner from new, never off-roaded, garaged



DEFENDER 110 XS STATION WAGON

2008 2.4 TDCi, 7 Seats, A/C, C/L, E/W, Santorini Black, Black 1/2 leather, Boost Alloys, Side steps, Carpets thru out

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DEFENDER 90 XS

2009, Defender 90 XS, excellent condition, 14,500 miles, full service history, special grille, wheels, underbody protection plate, chequer plating, side steps, heated seats, A/C, towbar, taxed and MoT to end of year, one owner, low demo mileage, (optional personalised number plate, £5k), £23,500
07766080013 (Bourton-on-the-Water)



DEFENDER 110 XS UTILITY

2009, Defender 110, 2.4 TdiXS, 5 door utility, manual, 65,000 miles, Overland prepared, Howling Moon 1.6 tourer roof tent and 2.5 awning with four sides,

Mantec snorkel, five new Cooper STT tyres on 16 inch boost alloys, swing away wheel carrier, Patriot roof rack with rear ladder, ARB 47 litre fridge, Terrafirma HID spots, tow bar, rear view camera, stainless steel running boards/air intakes, half leather trim, Santorini black metallic paint, all usual extras, two owners, MoT until March 2016, FSH, slight tear to awning roof trim, otherwise all very good condition, £25,000.
019141 33600 (Newcastle Upon Tyne)

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LAND ROVER FREELANDER

Roof bars, Mk1, 5-door, dealer supplied, in bag plus key and adjusting tool, hardly used, vgc, post or collect, £38.
07950997713 (East Kent)

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DEFENDER 90 300 TDI, GOOD RUNNER, 140K MILES,
IFOR WILLIAMS TOP.....£4495



LAND ROVER 110 86 D REG, 200TDI CONVERSION,
CHUNKY TYRES, GOOD RUNNER.....£2495



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Superb throughout. £14,750 NO VAT



00 W Defender 90 Td5 Hardtop.
New alloys and tyres. Recent 5k
spend on spec. £11,995 NO VAT



98R Defender 90, 300TDi Estate,
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BAG YOURSELF A BARGAIN

There's a great choice of Land Rovers to suit all tastes for under £5000

Story: Dave Phillips

THIS MONTH'S cover feature shows how easy it is to find a great Land Rover for £1000 or less, provided you are prepared to give your bargain a bit of TLC. But we realise that not everyone has the skills and inclination to embark on that sort of project. That's the bad news. The good news is that there are some brilliant bargains to be had for between £2000 and £5000 that won't require long hours spent in the workshop to get it up to scratch.

For example, £2000 should find you a decent Td4 Freelander 1, with the added benefits of bodywork that doesn't rust and a reliable, economical engine.

Spend another grand or so and you should be able to find an excellent, low-mileage example.

The second-generation Range Rover P38 has a reputation for going wrong, but if you are a competent auto electrician you can get an awful lot of car for your money. £2000 will buy you a gleaming example of a car that probably cost 20 times as much when brand new!

The same goes for the Discovery 2. Some examples do suffer from premature chassis rot, but you should be able to find

a sound one for an outlay of £4000 or so.

Bodywork rust is the main issue with the older Discovery 1, but if you're prepared to pay £4000 you can expect something a bit special. And with a reliable Tdi engine, you can expect some happy and reliable motoring ahead.

Half-reasonable Range Rover Classics, Series IIIs, SIAs and early Ninetys and One Tens can all be picked up for less than four grand, so you really are spoiled for choice.

Why not bag yourself a bargain this weekend? Check out the *LRM* Classifieds (starting on page 190) and search online, too. And don't forget to bring along the *LRM* Price Check to make sure you're not paying over the odds. Happy hunting!

■ Some tasty classic Land Rovers are expected to be among the cars being auctioned off by celebrities at this year's CarFest South.

Classic Car Auctions is staging the special sale at the event on Saturday August 29, raising money for BBC Children in Need.

Celebrity auctioneers will whip the crowd into a frenzy as they lead

proceedings and hammer away to excited bidders. There will also be a range of special charity lots on offer, with 100 per cent of the hammer price plus fees donated to charity.

One of the UK's most popular automotive events, CarFest has attracted more than 265,000 classic car fans in the past three years and is the brainchild of classic car aficionado and new Top Gear presenter, Chris Evans.

This year's event takes place at 1979 F1 World Champion Jody Scheckter's Laverstock Park Farm in Hampshire and will see the festival-like atmosphere boosted by performances from the likes of Billy Ocean and the Boomtown Rats. As well as a food festival, motoring entertainment will include a hill climb and car clubs displays.

Guy Lees-Milne, general manager of Classic Car Auctions, said: "This is a great opportunity for classic car owners to sell their cars, with exposure to thousands of potential buyers."

Those who are interested in selling their car in the auction can call CCA on 01926 640888, email enquiries@classiccarauctions.co.uk or enter online.



EARLY SERIES I

80" – 1948 TO 1953

THE ORIGINAL 80-inch Land-Rover is now a very valuable classic, with big prices for really good ones. Even barn-find derelicts fetch good money. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value though. The Holy Grail of Land Rovers is the centre-steer prototype from 1947 – if it still exists, that is.

BUYER'S TIP: Join the Series I Club for parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2500 – £6500
Average: £6500 – £7200
Good: £7200 – £16,000
Excellent: £16,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" – 1953 TO 1958

BETTER VALUE are the later Series Is. They are also more user-friendly as most of the inherent faults were ironed out over the years. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all utility Land Rovers.

BUYER'S TIP: The best Series Is to drive.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from **1957**, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4000
Average: £4000 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

IN 1958 the austere flat sides of the Series I were replaced by the more rounded Series II – the classic Land Rover shape you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized.

BUYER'S TIP: Parts are still cheap and plentiful.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £900 – £2200
Average: £2200 – £3800
Good: £3800 – £6000
Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

THERE'S NO such thing as a cheap and cheerful Series III any more, but IIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.

BUYER'S TIP: Affordable classic that's fun to drive.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to **1979**. **1979-1985 Stage One V8** (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2100
Average: £2100 – £3600
Good: £3600 – £6000
Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE NO-NONSENSE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.

BUYER'S TIP: They're cold, draughty – and huge fun!

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1200 – £2500
Average: £2500 – £6000
Good: £6000 – £8000
Excellent: £8000 – £18,000





RANGE ROVER 1 (CLASSIC)

1970 TO 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE probably the most desirable.

BUYER'S TIP: Body corrosion is the biggest enemy.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000+



FORWARD CONTROLS

SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of enthusiasm to boot.

BUYER'S TIP: Have you got room on your drive?

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. **101:** 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2300 – £3750
Average: £3750 – £5000
Good: £5000 – £8000
Excellent: £8000 – £17,000



NINETY/ONE TEN

1983 TO 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

BUYER'S TIP: Properly looked after, they're brilliant.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2800
Average: £2800 – £4000
Good: £4000 – £6000
Excellent: £6000 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 – 1990 TO 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

BUYER'S TIP: Early three-doors are the most desirable.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £4000
Excellent: £4000 – £6600



DEFENDER 200TDI

1990 TO 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: A good one is a vehicle to cherish.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo – a tad underpowered for such a heavy vehicle.

BUYER'S TIP: Good value for DIY auto electricians.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. **4.6:** 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. **2.5:** 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2000
Good: £2000 – £3600
Excellent: £3600 – £7000



FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Happily, Freelander has no rust issues to worry about.

BUYER'S TIP: Td4 diesel is the best bet.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. **Diesel:** 1997-2000. 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £400 – £700
Average: £700 – £1900
Good: £1900 – £3200
Excellent: £3200 – £5600



DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300TDi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300TDi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: To many the ultimate Land Rover.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3600
Average: £3600 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 TO 2004

MUCH MORE than just a revamp of the original, the Disco 2 retained the stepped-roof looks and basic shape, but little else. An improved chassis, bodyshell and suspension, along with new engines and axles made this the best-handling Land Rover in its day. Thousands were sold so there are plenty to choose from and values are falling. V8 petrols are expensive, Td5 diesels economical. The bodies last well but the chassis can suffer catastrophic corrosion.

BUYER'S TIP: Carefully check that chassis for rust.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **V8:** 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1100 – £1600
Average: £1600 – £2500
Good: £2500 – £4000
Excellent: £4000 – £7400



DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: A great all-rounder.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4100 – £5000
Average: £5000 – £7100
Good: £7100 – £12,000
Excellent: £12,000 – £17,000





RANGE ROVER 3 (L322)

2002 TO 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, more economical. Drivetrain and electric problems are not unknown, although most electronics can be sorted with modern diagnosis equipment. These vehicles don't go wrong very often, but when they do replacement parts can be pricey.

BUYER'S TIP: Prices tumbling – but not cheap to run.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.
2002-2007: 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £3900 – £4900
Average: £4900 – £7300
Good: £7300 – £10,000
Excellent: £10,000 – £38,000



DISCOVERY 3

2004 TO 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

BUYER'S TIP: Check that everything electrical works.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £9000
Good: £9000 – £10,000
Excellent: £10,000 – £17,000



RANGE ROVER SPORT 1

2005 TO PRESENT

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models don't look at all dated.

BUYER'S TIP: Good ones are still in demand.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft.
Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £9000 – £12,000
Average: £12,000 – £13,500
Good: £13,500 – £16,000
Excellent: £16,000 – £42,000



DEFENDER TDCi

TDCi 2007 TO PRESENT

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production ends late this year.

BUYER'S TIP: Values hold very well.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6400 – £8300
Average: £8300 – £12,200
Good: £12,200 – £17,600
Excellent: £17,600 – £50,000



FREELANDER 2

2006 TO PRESENT

A BIG improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superseded by Discovery Sport.

BUYER'S TIP: Prices now dropping.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £5100 – £6700
Average: £6700 – £8500
Good: £8500 – £11,000
Excellent: £11,000 – £19,000



DISCOVERY 4

2009 TO PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £9,000 – £14,000
Average: £14,000 – £17,000
Good: £17,000 – £24,000
Excellent: £24,000 – £58,000



RANGE ROVER EVOQUE

2011 TO PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. Two-wheel drive is more economical, but 4WD is the better performer – and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. Look for one with a panoramic roof as it brings welcome light to an otherwise gloomy cabin. Reliable and trendy? Yes. Practical? Not so much.

BUYER'S TIP: Plenty to choose from, so be picky.

SPECIFICATIONS

2.2-litre four-cylinder turbo diesel, 147 bhp or 197 bhp; 2-litre petrol, 237 bhp. Six-speed manual or automatic gearbox. Two-wheel and four-wheel drive.

PRICE GUIDE

Poor: £9,000 – £14,000
Average: £14,000 – £17,500
Good: £17,500 – £23,000
Excellent: £23,000 – £42,000



RANGE ROVER 4 (L405)

2012 TO PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car if you've got deep pockets.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £45,000
Good: £45,000 – £64,000
Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 TO PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: A future classic in the making.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £42,000
Good: £42,000 – £49,000
Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 TO PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: Gets new Ingenium engine later this year.

SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A
Average: N/A
Good: N/A
Excellent: N/A
 (new prices start at £32,395)

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NOVEMBER 2014

DEFENDER OFF-ROAD tips and tricks; 25 years of Discovery 1; Series IIA and Range Rover restorations; Defender TDCi Survival Guide; Lincolnshire greenlaning; Td5 super service; Discovery 3 fuel pump



DECEMBER 2014

DEFENDER ICON 3.2; Range Rover Sport Survival Guide; Across the Great Divide; Algarve Adventure; Defender TDCi clutch; Replace body cappings; Series I dedication; Cotswolds greenlaning



JANUARY 2015

ULTIMATE LAND Rover Buying Guide; Stunning early Range Rover Classic; Survival Guide: 2.25 petrol engine (part 1); Essex greenlanes; Discovery Mpi; Bulkhead repairs; P38 ABS system; Classic Q&A



WINTER ISSUE

WINTER DRIVING Advice; Christmas Gift Guide; New Forest Defenders; Stage One V8 Project completed; Holland & Holland Range Rovers; 2.25 petrol engine (part 2); Series II rebuild; Freelander 2 service



FEBRUARY 2015

HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



APRIL 2015

HOW TO make your Land Rover last for ever; Darien Gap: exclusive interview; Series I fire engine; North Yorkshire greenlaning; Series gearboxes; Lock grip wrenches; Exploring France by Land Rover



MAY 2015

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[TONY PORTER, IT MANAGER AND 4X4 INSTRUCTOR, NORTHAMPTON]

2000 DISCOVERY TD5 ES

How did you find your project vehicle?

It took me over six months to find the right one. It was a chance search on an auction website. It was advertised at a decent price so I straightaway made the 90-minute drive to take a look. Despite its high mileage (187,000 miles) it was straight and clean, the chassis was sound, while the engine sang like a bird.

Sounds too good to be true?

It had a cracked front bumper and on the test drive I struggled to pull away and change gear. This helped to negotiate a lower price. As soon as I got home I topped up the gearbox fluid to solve the gear change issue.

Why a Discovery and not a Defender?

With a growing family the additional comfort offered by a Discovery was a more attractive proposition. Also this is my everyday driver.

The main aims of this project?

Having previously owned an expedition-prepared Discovery 300Tdi in Africa, I

wanted to build a capable overland vehicle. I will be avoiding mods designed for heavy off-roading though.

What have you done so far?

The first step was to ensure that the vehicle was mechanically sound and reliable so it was treated to a full service, complete coolant flush and any old or perishing parts were replaced. The vehicle has also been treated to a full underbody and chassis Waxoyl.

And modifications?

Driver and navigator aids, such as a DVR, constantly recording front and rear (with storage) for around five days' worth of footage, additional interior lighting and a Hella map reading light. Rear windows are tinted to help keep the interior cool and reduce visibility of the car's contents. A range of onboard communications equipment is fitted, including VHF and HF radio capabilities. I have fitted Insa Turbo Dakar All Terrain pattern tyres and a full-length Flatdog roof rack for my trusty Trekking Oasis roof tent.

What next?

A winch bumper to house my 12,000 lb winch, additional long-range spots and fogs, plus a mini kitchenette on the rear door, which I've designed myself, and a cargo area storage system in the rear.

What about the suspension?

I have converted the Discovery to run on heavy-duty springs all round, rather than the original air suspension. The simplicity of coils increases reliability.

We hear you're building a trailer?

To allow us to travel further afield and be even more self-sufficient, I am building up a trailer based on a Sankey narrow track chassis to my own design.

Where will you be travelling?

We have already explored France, Belgium and Holland. We are planning a trip up through Norway to the Arctic Circle, then a circumnavigation of Portugal and Spain, a trip to Morocco, the west coast of Ireland and possibly a trip to Iceland in the next few years.



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Defender - up to 2007 - 3 Seats - Front

DA2815BLACK DA2815BLUE DA2815GREEN DA2815GREY

Defender - 2007 onwards - Front

DA2818BLACK DA2818GREY DA2818SAND

Defender 110 Station Wagon - up to 2007 - Forward facing 2nd row - 60/40¹

DA2816BLACK DA2816BLUE DA2816GREY

Defender 110 Station Wagon - up to 2007 - Rear inward facing bench²

DA2817BLUE DA2817GREY

Defender 90/110 - 2007 onwards - Rear

DA2838BLACK

Defender 110/130 - 2007 onwards - Rear

DA2828BLACK

Discovery

Discovery 1 - Front³

DA2807BLACK DA2807BLUE DA2807GREEN DA2807GREY DA2807SAND

Discovery 1 - Rear³

DA2808BLACK DA2808BLUE DA2808GREEN DA2808GREY DA2808SAND

Discovery 1 - Boot³

DA2809BLUE DA2809GREEN DA2809GREY

Discovery 2 - Front

DA2800BLACK DA2800BLUE DA2800GREEN DA2800GREY DA2800SAND

Discovery 2 - Rear

DA2801BLACK DA2801BLUE DA2801GREEN DA2801GREY DA2801SAND

Discovery 2 - Boot

DA2802GREEN DA2802GREY

Discovery 3 - Front⁴

DA2822BLACK DA2822SAND

Discovery 3 - Rear - 35/30/35 split

DA2823BLACK DA2823SAND

Discovery 4 - Front⁴

DA2832BLACK

Freelander

Freelander 1 - 3 Door - Front⁵

DA2810BLACK DA2810GREY

Freelander 1 - 5 Door - Front⁵

DA2811BLACK DA2811GREY

Freelander 1 - 3 & 5 Door - Rear 60/40 split without armrest⁵

DA2813BLACK DA2813GREEN DA2813GREY

Freelander 1 - 3 & 5 Door - Rear 60/40 split with armrest⁵

DA2814BLUE DA2814GREY

Freelander 1 - 3 Door Sport - 2 Rear Seats⁷

DA2812BLUE DA2812GREEN DA2812GREY

Freelander 2 - Front⁸

DA2821BLACK

Freelander 2 - Rear

DA2831BLACK

Range Rover

Range Rover Classic - 4 Door - Front

DA2803BLACK DA2803BLUE DA2803GREY DA2803SAND

Range Rover Classic - 4 Door - Rear

DA2804BLUE DA2804GREEN DA2804GREY DA2804SAND

Range Rover P38 - Front⁹

DA2805GREEN DA2805GREY

Range Rover P38 - Rear

DA2806BLUE

Range Rover Sport - 2005 - 2009 - Front

DA2819BLACK DA2819SAND

Range Rover Sport - 2005 - 2009 - Front - with electric headrests

DA2825SAND

Range Rover Sport - 2005 - 2009 - Rear

DA2829BLACK

Range Rover Sport - 2010 onwards - Front

DA2839BLACK DA2839SAND

Range Rover L322 - 2007 - 2009 - Front¹⁰

DA2820BLACK

Range Rover L322 - Rear

DA2830BLACK

Notes

¹ Will fit 110 Crew Cab with minor modification to seat covers.

² For 1,200mm long seat.

³ Discovery 1 seat covers will not fit vehicles with leather seats and 2007di's with pocket on rear seat.

⁴ Suitable for vehicles with side airbags.

⁵ Headrests not suitable for 2004 onwards facelift models.

⁶ Headrests not suitable for Td4 onwards models.

⁷ Headrests not suitable for 2004 onwards facelift models.

⁸ Suitable for use with airbags.

⁹ Not suitable for vehicles with rear air bags mounted in the front seats.

¹⁰ Non-power assisted headrests only.



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